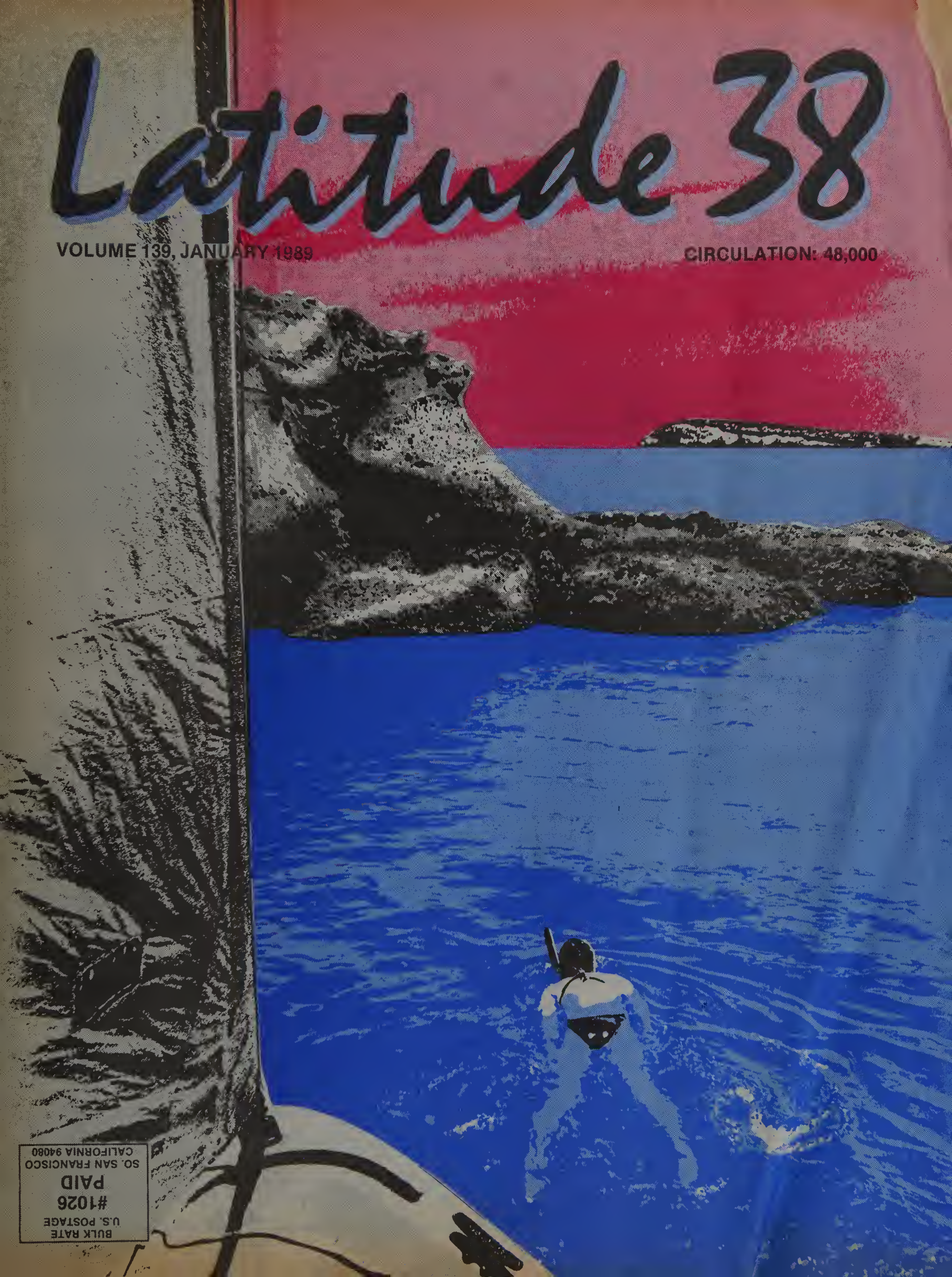


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VOLUME 139, JANUARY 1989

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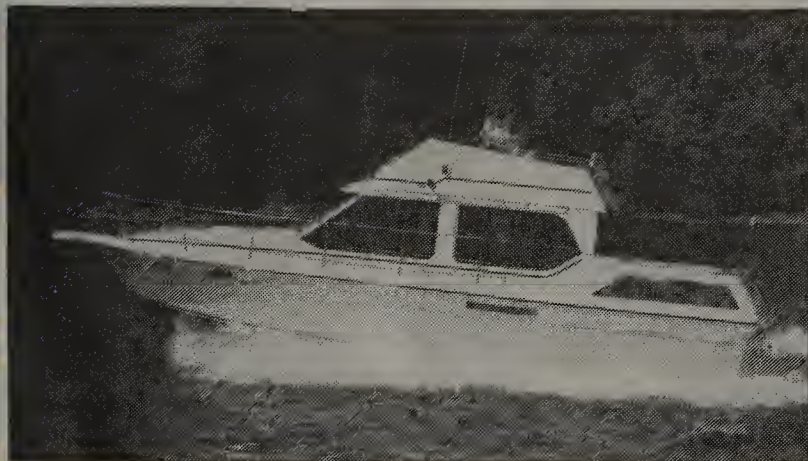
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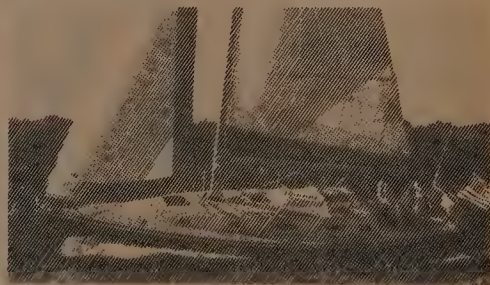
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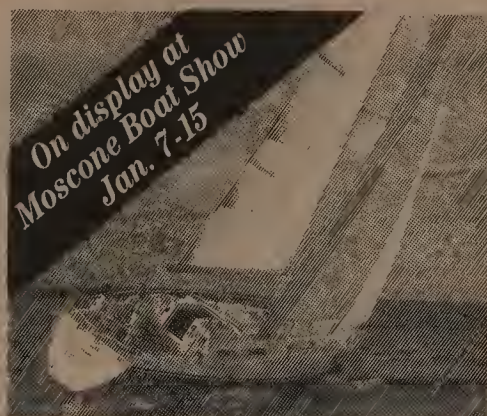
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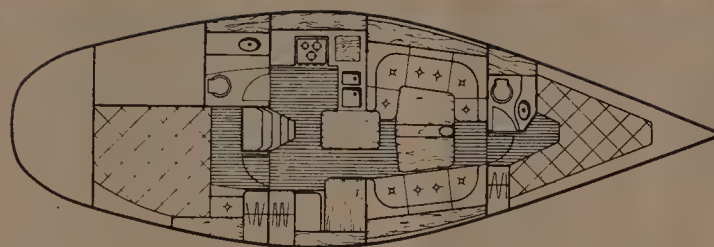
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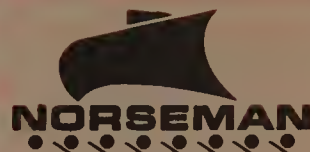
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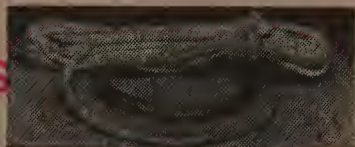
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eyes.....	26.60	\$19.15
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3/16	7/16	50'	50'	148.00	74.00	70.00
7/32	7/16	60'	60'	196.00	98.00	90.00
7/32	1/2	65'	65'	229.00	112.00	98.00
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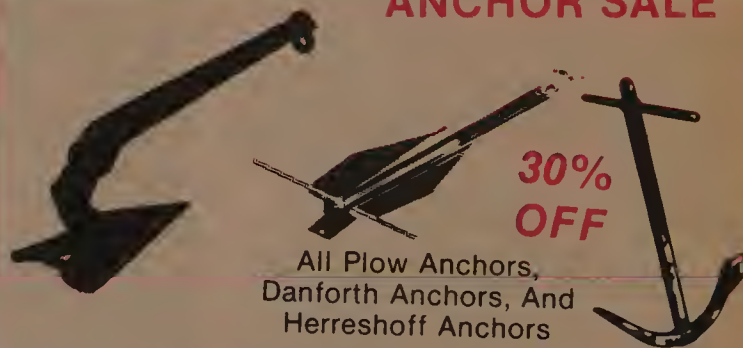
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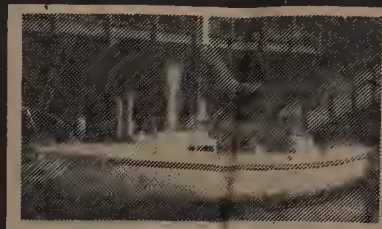
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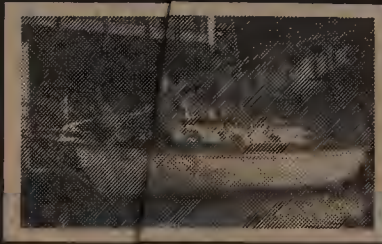
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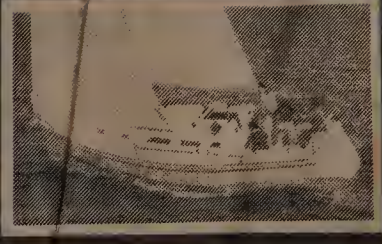
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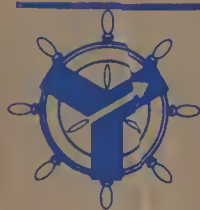
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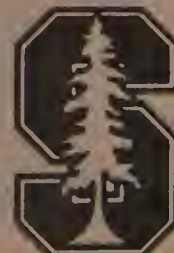
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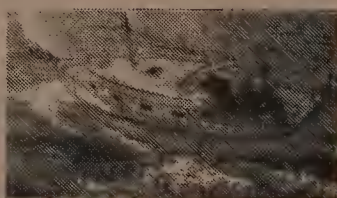
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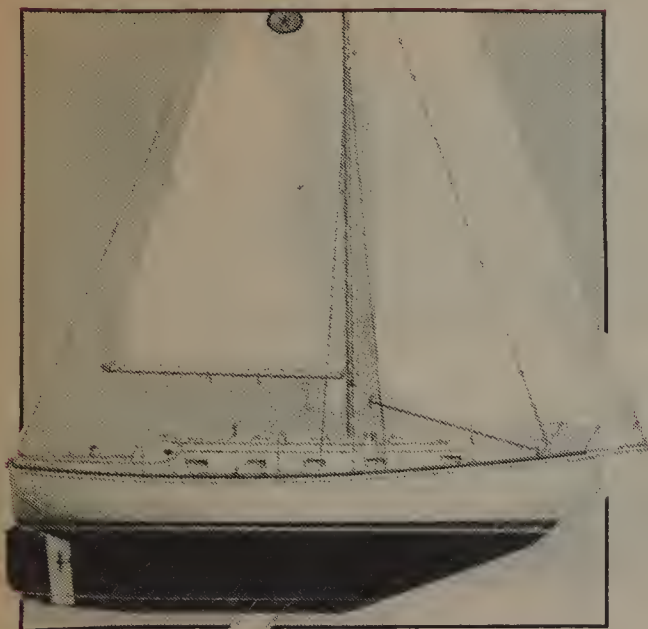
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65' FARR "Sharpie", New	Inquire

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31' CHRIS 315 SEDAN	87,000
31' RAMPAGE, Demo	129,500
31' WELLCRAFT	66,900
33' CRUISERS, INC. 3370	79,950
36' STEPHENS TRI	49,500
38' LAGUNA FB EXP	89,500
40' BAYLINER MY	99,500
40' CALIFORNIAN F.B.S.F.	79,950
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NEW GULF 32', now on display at our Santa Cruz location. A proven offshore full keel sailboat, with pilothouse, inside steering and 40 HP Diesel. Sailaway \$59,500.

SELECTED PREOWNED YACHTS

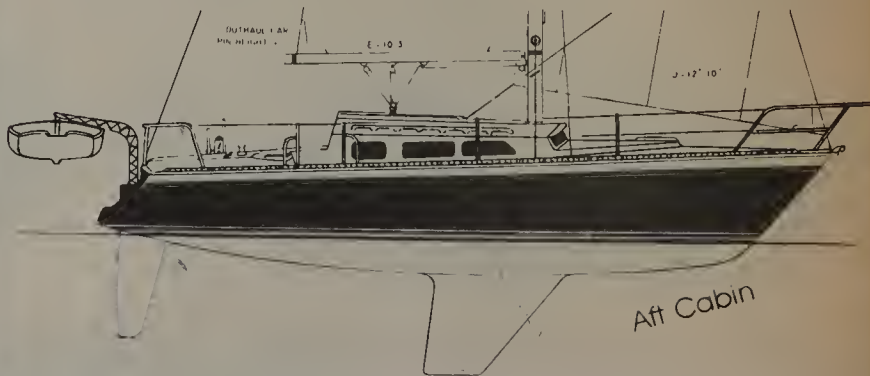
SAIL

40' NEWPORTER, '58	50K	32' GULF, '84	49.9K
36.5' PEARSON, '77	59K	30' CATALINA, '77	27K
36' CATALINA, '84	59K	30' BERMUDA, '64	23.9K
34' COLUMBIA, '73	30K	22' O'DAY, '85	9K
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38' TRAWLER YACHT	Offers	30' OWENS, '58	19.9K
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30' SEARAY, '75	33K		

Using modern communication media, such as computer, FAX machine, video camera and boundless energy we will find the boat you are looking for. Call for details.



NEWPORT 33', PILOTHOUSE. New from Capital Yachts, will be displayed at our Santa Cruz location March 1st, 89. Performance under sail is now combined with speed under power, with a 35 HP, 4 Cyl. diesel. Pilothouse and inside steering add to the comfort and safety. Sailaway \$59,250.

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NEW

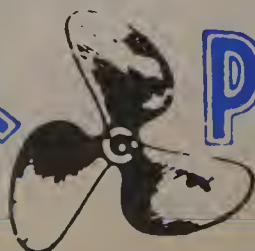
Martec has solved the problems of feathering propellers for racing and cruising with a new design. For those who prefer feathering to folding, this will be a real improvement over any feathering prop previously available, and a substantial contribution towards powering a sailboat.

The beauty of this design is in the following features which make our prop more rugged, fast and durable.

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6. All at a lower price.

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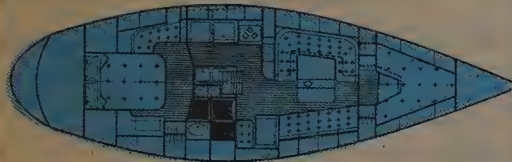
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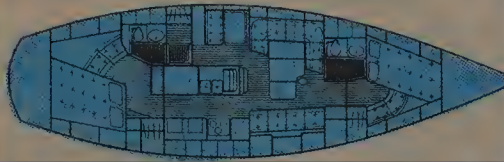
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HYLAS 42



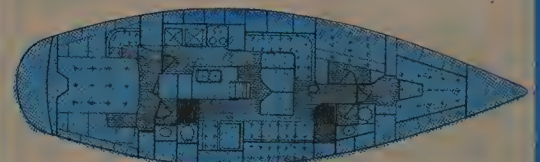
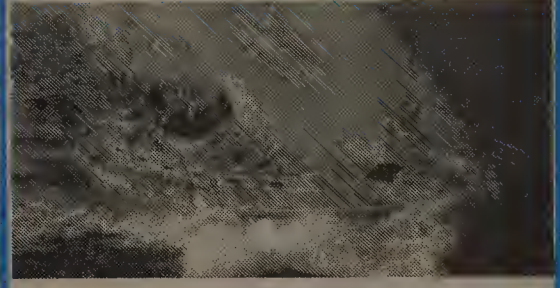
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HYLAS 44



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HYLAS 47



by Sparkman Stephens
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47'	HYLAS	225,000	
47'	GARDEN	100,000	
46'	OMEGA	90,000	
45'	LANCER	125,000	
45'	HARDIN	129,000	
45'	GARDEN PORPOISE	110,000	
45'	EXPLORER	110,000	
45'	CREALOCK	115,000	
44'	PETERSEN	120,000	
44'	LAFITTE	150,000	
44'	CYS	125,000	
44'	HYLAS	178,000	★
43'	NEW ZEALAND	85,000	
43'	TSUNAMI	45,000	
43'	HOLCOMB	69,000	
42'	HERRESHOFF	OFFERS	
41'	ISLANDER FREEPORT	98,000	
40'	OLSON	OFFERS	★
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40'	FAIR WEATHER MARINER	135,000	
39'	LANDFALL	75,000	
39'	CAVALIER	115,000	★
38'	MORGAN	77,000	★
38'	KAISER	79,000	★
38'	FARALLONE	35,000	
38'	C & C 38	76,500	
38'	CATALINA	70,000	
38'	ALAJUELA	80,000	
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Select Brokerage

37'	O'DAY	69,500	
37'	HUNTER	69,900	
37'	HUNTER	59,900	★
37'	HUNTER	58,900	
36'	UNION	79,000	
36'	PEARSON PH	58,000	
36'	LANCER	36,000	★
36'	BILL LEE	59,900	
36'	ISLANDER	42,000	
36'	HUNTER	44,500	★
36'	FORMOSA	50,000	
36'	ERICSON CRUISING	55,000	
36'	ERICSON	72,000	★
36'	CATALINA	60,000	★
35.5	BRISTOL	59,000	★
35'	NIGARA	79,500	★
35'	CUSTOM MULL	33,500	★
35'	COLUMBIA	42,000	
35'	CORONADO	42,000	
35'	CHEOY LEE	62,000	★
35'	FANTASIA CUTTER	74,000	★
33'	PEARSON	25,000	
32'	WESTSAIL	48,000	
32'	UNION	59,500	
32'	TRAVELER	54,500	
31'	HUNTER	39,000	★
31'	ERICSON	49,500	
30'	ISLANDER	26,000	
30'	YAMAHA	35,000	
30'	PEARSON	24,500	
30'	PEARSON	44,000	★
30'	PALMER JOHNSON	38,500	
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28.6	TRITON	11,000	★
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26'	BRISTOL	10,000	★
26'	RANGER	13,500	★
25'	O'DAY	13,900	★
25	US YACHT	12,500	★
25'	BAHAMA	6,900	★



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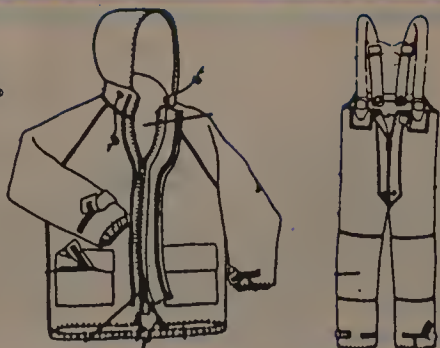
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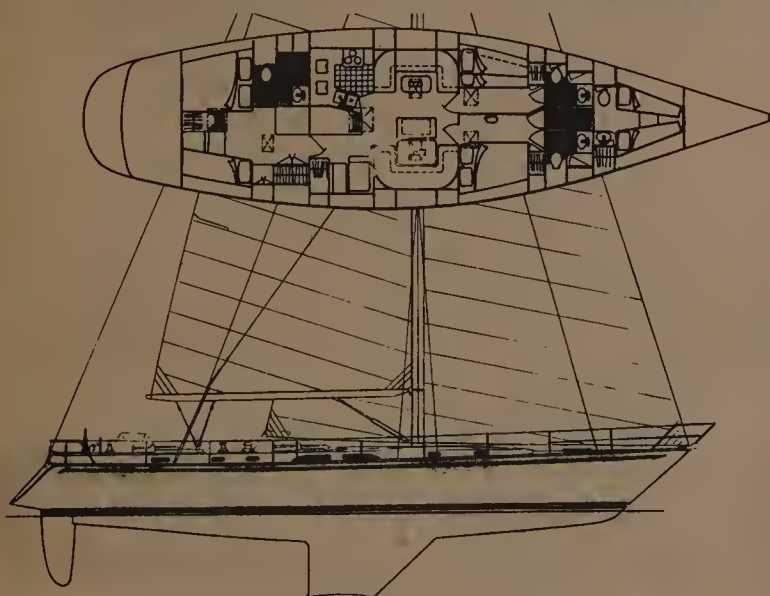
TAYANA 37 Cutter — Mark I, Mark II, pilothouse and ketch. Displ 22,500 lbs, 11'6" beam, 5'8" draft, 8,000 lb ballast, 861 sq ft sail area. Finest offshore sailing yacht available. Easily handled by a couple, comfortable enough to liveaboard. At our docks now, ready for delivery. **Special: \$96,000** fob Alameda

WEST COAST DEBUT



TAYANA 47 New aft cabin cutter. The "next generation" Robert Perry design. Displ 35,000 lbs, 14'6" beam, 6'0" draft, 1,048 sq ft sail area. We sold the first 47 right off the drawing board. Come and see what makes this boat so special. **\$185,000** fob Alameda.

Introducing TAYANA's New 65



First Four Boats Already Sold!! TAYANA 65 cutter. Displacement 65,000, 17'9" beam, draft 8'0". New Robert Harris design. Extensive list of standard equipment includes: 15 kw diesel generator, Grunert refrigeration, Max prop with Scatra system, Nilson electric windlass.

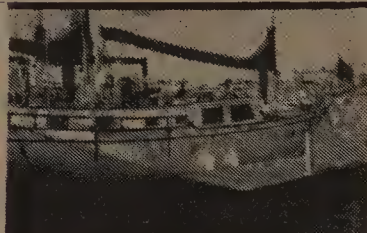
\$470,000



TAYANA 42 We have two (one center, one aft cockpit), both loaded and ready to go cruising. This Robert Harris design is one of the most popular bluewater cruising boats of its size. Rigged to be easy enough for a copy to liveaboard and sail. One boat is currently lying in the cruising paradise of the Pacific Northwest.

From \$135,000.

sistership



44' HUDSON KETCH Great traditional bluewater cruiser. This one is all set up for living aboard, or heading out on the high seas. Current owner relocating. **\$89,000.**



TAYANA 37 Mki 1985. Absolutely like new. Owners liveaboard; equipped boat with all the best gear. Dodger, dinghy, refrigeration. Now job requires relocation. **Sacrifice for \$89,500.**



ERICSON 30 Comfortable family performance cruiser, well cared for, full canvas covers, spinnaker equipped, ready for you this summer. At our docks. **\$28,500.**



RAFIKI 35 Ready to cruise. A full inventory including cruising spinnaker, windvane, AP, and lots of chain. A sturdy, well-equipped cruiser. **\$48,000.**

SAILBOAT LISTINGS

LOA	MODEL	LOCATION	PRICES
30'	ISLANDER		22,500
31'	MARINER ketch, dsl		36,000
31'	PEARSON sloop '78		37,500
31'	RUSTLER full keel		39,995
31'	SEAFARER		19,900
33'	HUNTER (Repo) '77		24,000
34'	WYLIE		44,000
35'	SANTANA loaded '82		55,000
36'	PEARSON 365 '77		65,000
36'	CASCADE cruise ready		59,000
36'	ISLANDER loaded '79		57,500
37'	TAYANA MkII ketch		110,000
37'	PEARSON furling jib		63,500
39'	ERICSON aft cabin B mdl		89,000
40'	VALIANT PH, Mex mooring		139,900
40'	NORSEMAN Loaded		199,000
41'	MORGAN Ol '79		71,500
43'	COLUMBIA		75,000
44'	NORSEMAN 447 aft ckpt		SOLD
44'	HUDSON ketch '78		89,000



NEW! CAL 2-27 1978. I know you won't believe it, but this boat has been stored in a warehouse since 1978. Full electronics, North sails. **\$24,000.**

45'	DUFOR MS	150,000
53'	NORSEMAN 535 cutter	637,000
55'	TAYANA cutter	350,000

*If your boat is for sale,
we need your listing!*
highlighted listings are at our docks

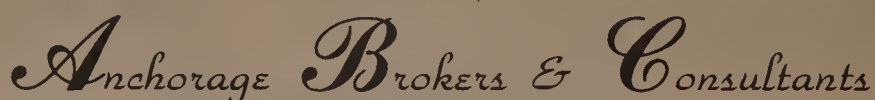


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A black and white photograph of a sailboat on the water, with a forested shoreline in the background. The sailboat is a ketch-style vessel with two masts. The background shows a dense line of trees along the shore.



50' STEPHENS \$40K below market value! This may be your opportunity to own a twin diesel jewel. There is no finer motoryacht for the money. Recent survey confirms her excellent condition. **\$110,000.**



36' ISLANDER One of S.F. Bay's most popular boats. Handles gusty winds with ease and stability. Let the Islander experts at ABC point out the subtle differences in the many available. **\$39,000 to \$59,000.**



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FULL SPECTRUM OF LISTINGS PLUS COOPERATION WITH BROKERS EVERYWHERE!

SAIL ...		39' ERICSON 1971	54,900	32' WESTSAIL 1979	62,500	29' CAL 1972	29,500	47' PACEMAKER 1966	110,000	
Ft	Builder	Asking								
105'	LOGGERT 1903	\$175,000	39' LANDFALL 2 frm	79,200	31' CHEOY LEE 1969	29,000	29' ERICSON 1978	25,700	44' TROJAN 1978	179,000
65'	SWAN 1984	1,150,000	39' PEARSON 1972	69,500	31' DUFOUR 1982	48,500	29' SEAFARER 1974	11,000	43' PRESIDENT 1983	160,000
55'	FIBERSTEEL 1975	99,000	38' ALAJUELA '77	85,000	31' MONSUN 1974	47,000	28' ISLANDER 3 frm	29,900	42' GRAND BANKS '68	79,500
52'	CHEOY LEE 1982	299,000	38' C&C YACHTS '80	76,500			28' NEWPORT 1977	21,900	42' UNIFLITE 1973	129,500
52'	IRWIN 1977	149,000	38' EASTERLY 1978	79,000	30-FOOTERS PROVIDE					
51'	MORGAN OL 1978	148,000	38' ERICSON 1985	87,000	ALL THE SPACE YOU MAY					
49'	CT 1985	169,000	38' MORGAN 1983	79,000	EVER NEED AT A FRACTION					
48'	HUGHES 1972	129,500	37' ENDEAVOUR 1979	70,000	OF THE COST OF A 36.					
48'	KETCH 1981	275,000	37' ISLANDER-PH '70	62,000	30' BABA 2 frm	65,000	26' COLUMBIA 1969	9,600	40' MARINE TRADER	125,000
48'	SWAN 1972	180,000	37' KINGS-ESSEX, ENG	60,000	30' CATALINA 2 frm	27,500	26' JEFFRIES 1936	10,200	38' BAYLINER 1984	109,500
47'	VAGABOND 1977	129,500	37' TARTAN	79,000	30' IRWIN 1980	30,000	26' MARIEHOLMES	13,900	38' CHRIS CRAFT 1985	162,000
46'	PETERSON 1979	135,000	37' TAYANA 2 frm	74,500	30' ISLANDER 1972	20,000	26' RANGER 1969	9,500	37' HERSHINE 1979	89,750
45'	GARDEN KCH '70	80,000	36' CS 1981	74,500	30' J/BOAT 1982	43,000	25' CAL 1968	6,000	37' HUNTER 1964	33,000
45'	DUFOUR 1979	150,000	36' FREEPORT 1981	76,000	30' KAUFMAN 1980	29,000	25' NORTHSTAR 500	12,800	36' CHRIS 1964	33,000
45'	LANCER 1983	119,000	36' HUNTER 1981	58,000	30' ODYSSEY 1966	22,500	24' O'DAY 1977	12,000	36' SEA RAY 1979	77,000
44'	HARDIN 1979	119,000	36' ISLANDER 6 frm	44,000	30' PALMER JOHNSON	28,000	24' GLADIATOR 1968	7,000	36' CHRIS CRAFT '60	24,500
44'	PETERSON 1977	124,400	36' J/BOAT 1981	86,000	30' PEARSON 3 frm	27,000	24' S-2 1978	15,000	36' CHRIS CRAFT '60	29,000
44'	ROBERTS 1984	89,000	36' PEARSON 1977	79,750	30' ROBERTS 1972	13,500	23' ERICSON 1970	6,500	36' GRAND BANKS '74	97,500
43'	CHEOY LEE 1983	166,000	36' YAMAHA 1981	79,000	30' S-2 1979	33,000			36' STEPHENS 1954	27,500
43'	TSUNAMI 1983	49,000	35' SANTANA 1980	47,000	30' SONOMA 1984	33,000	POWER ...			
43'	COLUMBIA 1970	75,000	35' WARRIOR 1974	55,000	30' ISLANDER 1979	34,000	Ft Builder	Asking	35' PT 1985	115,000
43'	OFFSHORE 1979	85,000	34' COLUMBIA 1970	42,750	30' PALMER JOHNSON	28,000	96' BROWARD '66	685,000	35' VIKING 1979	105,000
42'	US NAVAL SHIPYD	46,000	34' FISHER 1984	109,000	30' KAUFMAN		60' TOCOMA 1962	174,900	34' CALIFORNIAN '77	69,000
42'	PEARSON 1980	112,000	34' HUNTER 1983	49,950	30' racer/cruiser	29,000	57' CHRIS CRAFT 1969	215,000	34' FIBERFORM 1977	66,000
41'	FORMOSA 1972	79,500	34' PEARSON 1984	55,000	30' NEWPORT 1977	34,000	53' BLUEWATER '80	230,000	34' TOLLYCRAFT '79	69,000
41'	ISLANDER Freeport	110,000	33' HUNTER 1979	39,000	30' CATALINA 1977	27,500	53' FLYBRIDGE 1971	140,000	34' WELLCRAFT 1985	99,500
41'	LITTON MARINE, T	79,500	32' PEARSON 1965	32,500	30' PEARSON 1983	45,000	53' MATHEWS 1965	149,500	32' BAYLINER 3270	75,000
41'	NEWPORT 1973	72,000	32' DOWNEASTER '76	37,000	30' S-2	33,000	53' MONK 1971	140,000	32' TROJAN 1974	52,500
40'	CHALLENGER 2 frm	75,000	32' ELITE 1985	55,000	31' DUFOUR 1982	48,000	52' BLUEWATER '82	169,000	31' BERTRAM 1970	49,000
40'	FREEDOM 1981	120,000	32' ERICSON 1973	28,000	32' MARINA 1976	42,500	50' CHRIS CRAFT '60	115,000	30' McCRARY 1927	22,000
39'	BRISTOL 1967	39,500	32' MARINER 1970	42,000	33' HUNTER 1979	39,000	50' STEPHENS 1960	110,000	30' SCOUT 2 frm	44,750
			32' TRAVELER 2 frm	44,000	29' BRISTOL 2 frm	16,000	47' GRANDY 1912	79,000	30' TOLLY 1975	35,000
							47' MONK 1962	79,950	30' TOLLYCRAFT	33,000

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1983 CHEOY LEE 43

Light and airy, well built, as new condition. Asking \$156,000



CHEOY LEE 40

A Cheoy Lee classic! Asking \$66,500



CHALLENGER 40

Comfortable liveboard cruiser, excellent interior. Try \$62,000



TARTAN 37

S&S, superb quality, as new condition. Try \$67,000



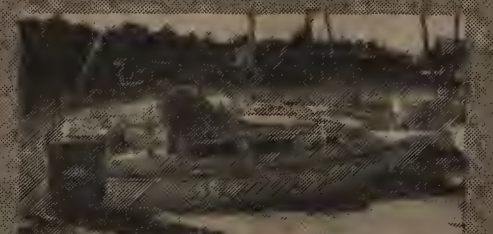
37' TAYANA

Three from \$65,000



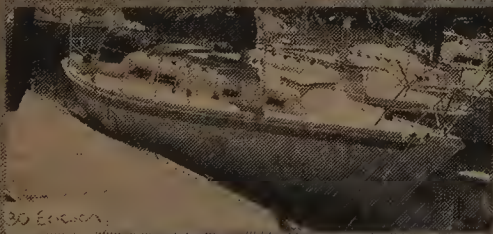
SWAN 36

S&S design, new hull paint, dodger, furling gear, rebuilt Volvo. Try \$77,000



ISLANDER 30

Fabulous condition, better than new, dodger, roller furling, diesel wheel. Try \$32,000



ERICSON 30

Diesel repower, lots of sails, excellent condition. Try \$24,000



28' ISLANDER

Four from \$17,000



C&C 27

As new, diesel, wheel, roller furling. Try \$19,000

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Size	Yacht	Yr	Price	39'	ERICSON	'71	54,500	35'	BRISTOL	'82	59,000	32'	GULF	'80	44,000
65'	HERRESCHOFF Bounty	'81	\$225,000	39'	FAIRWEATHER Mariner	'87	135,000	35'	CORONADO	(2) frm	35,000	32'	ISLANDER	'77	39,500
52'	TAYANA	'82	265,000	39'	LIDGARD YACHTS	'82	75,000	35'	ELDRIDGE	'60	33,000	32'	MORGAN	'69	24,950
48'	MARINER	'80	115,000	39'	PEARSON	'72	67,500	35'	ERICSON	'78	55,000	32'	VALIANT	(2) frm	60,000
47'	PERRY	'79	130,000	39'	YORKTOWN	'74	44,000	35'	ERICSON 35+	'78	55,000	31'	C&C	'74	18,000
47'	SPARKMAN&STEVENS	'59	67,500	38'	C&C	'80	76,000	35'	HALLBERG RASSY	'73	59,500	31'	PEARSON	'79	36,000
46'	DOLPHIN	'69	89,000	38'	CATALINA	'83	59,000	35'	LEWIS	'71	39,000	31'	PEARSON	'79	36,000
46'	ROSBOROUGH Schooner	'80	85,000	38'	DOWNEASTER	'76	67,000	35'	SANTANA	'79	55,000	31'	PEARSON Sloop	'78	37,000
45'	DUFOR	'78	150,000	38'	MORGAN	(3) frm	47,000	35'	YOUNG SUN	'85	72,000	31'	SEA EAGLE	'80	47,000
45'	LANCER POWERSAILER	'83	140,000	38'	PEARSON 385	'84	12,950	34'	ALPHA 10.4	'84	77,000	30'	AMAZON	'85	65,000
45'	PORPOISE Ketch	'70	85,000	37'	CLASSIC WM. HINGS	'84	74,000	34'	CAL	(2) frm	32,000	30'	BABA 30	'85	81,000
44'	CHEOY LEE	'77	119,000	37'	ISLANDER	'70	47,000	34'	HUNTER	'83	51,500	30'	BARROW	'75	18,000
43'	CHEOY LEE	'83	156,000	37'	O'DAY	(2) frm	53,000	34'	NOR'WEST	'81	46,000	30'	CAL 2-30	'69	26,000
43'	NAUTOR YACHTS	'77	175,000	37'	TARTAN	'80	74,000	34'	PEARSON	'85	75,500	30'	CAL 9.2 R	'83	39,500
42'	BREWER	'87	149,500	37'	TAYANA	(3) frm	75,000	34'	PEARSON 10M	'74	52,500	30'	CATALINA	'81	36,500
42'	EXCALIBUR	'81	119,000	37'	TAYANA PH	'81	67,000	34'	WYLIE	'81	47,500	30'	CATALINA	'82	35,000
41'	FORMOSA	'75	69,000	36'	CS YACHTS	'81	74,000	33'	HUNTER	'82	45,000	30'	COLUMBIA	'72	25,000
41'	NEWPORT	(2) frm	59,000	36'	CATALINA	'81	60,000	33'	NOR'WEST	(2) frm	40,000	30'	DUFOR	'70	25,000
41'	RHODES BOUNTY	'59	46,000	36'	CHEOY LEE	'73	55,000	33'	PEARSON	'78	34,500	30'	DUTCHMILL Sloop	'60	14,000
41'	SEA WOLF	'73	72,500	36'	FORMOSA	'80	48,950	33'	RANGER	'75	33,500	30'	ERICSON	(3) frm	16,500
40'	CHALLENGER	'73	74,500	36'	HANS CHRISTIAN	'75	65,000	33'	SWIFTSURE	'60	24,500	30'	ISLANDER	(3) frm	25,000
40'	CHALLENGER Ketch	'74	85,000	36'	ISLANDER	(2) frm	42,000	32'	PEARSON 323	'79	40,000	30'	O'DAY	'79	34,900
40'	CHEOY LEE	'67	64,500	36'	PEARSON Sloop	'73	52,000	32'	ARIES	'83	55,000	30'	PACIFIC	'71	11,500
40'	PEARSON	'80	93,500	36'	S-2	'80	53,500	32'	BUCCANEER	'77	24,000	30'	PALMER JOHNSON	'72	35,000
40'	SANTA CRUZ	'84	110,000	36'	SWAN	'69	83,000	32'	COLUMBIA	'77	32,900	30'	RAWSON	'62	18,000
39'	LANDFALL	'79	75,000	36'	YAMAHA	'81	79,000	32'	ERICSON	(2) frm	30,995	30'	TARTAN	'75	32,000
				35'	COOPER	'81	59,000	32'	FUJI	'76	45,000	29'	BRISTOL 29'9	(2) frm	16,000



Sunset Yachts

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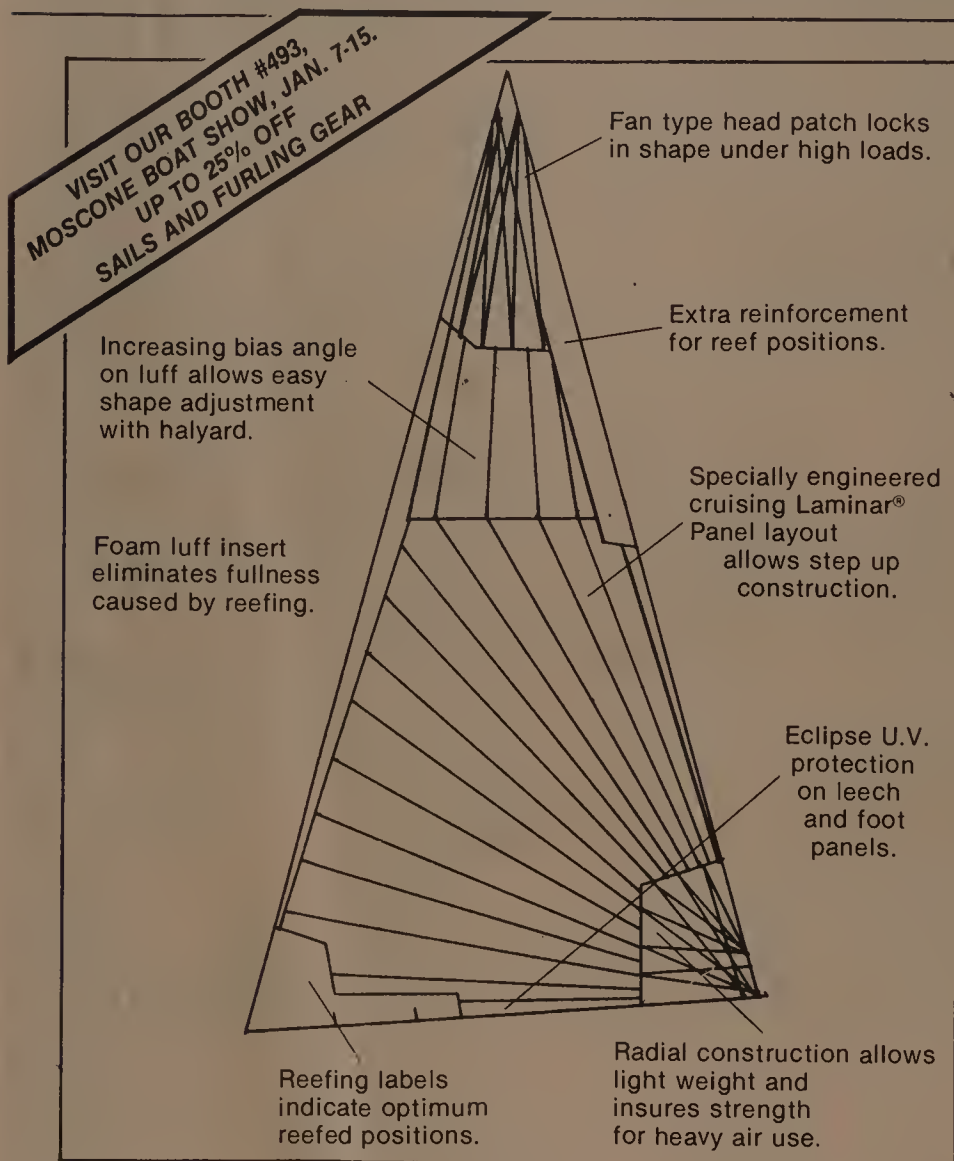
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Our HOOD/Net computer system helps us to design an optimally shaped sail and brings high performance to roller-furling Genoa's. That computer system, using data on your boat and local sailing conditions, will develop a perfect design for you in just a few minutes.

Fabric

The StarCruiser uses HOOD's exclusive Laminar[®] Mylar laminated fabric, HOOD's own dacron fabric or a combination of both depending on your requirements. A StarCruiser made of Laminar will maintain a "tin sail" shape over a wider wind range. You could even use your StarCruiser as a #2 Genoa for racing.

CAD/CAM

In addition to computer aided design your new StarCruiser benefits from HOOD's computer aided manufacturing. The CAD/CAM system cuts complex curved panels with a Laser. Sailshape is built into every edge of every panel; not just into the single shaping seam common with manually built sails. Laminar panels are first fitted with seam tape, then double or step-stitched for super-strong seams.

Hand Finishing

Hand finishing is still a HOOD specialty, so you get a high tech sail from the world's most sophisticated sailmaker, with hand details attended to by careful cruising sailmakers.

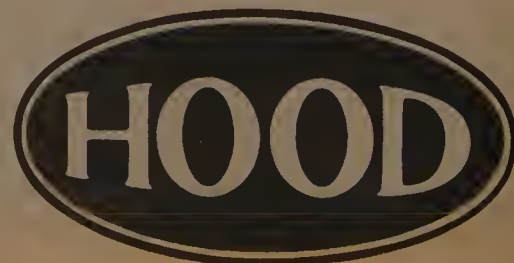
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San Francisco Bay's Dealer



CATALINA 42

Catalina has been the #1 sailboat builder in the country for many years. This boat is a great example why... Outside it has good lines, beautiful rigging, large cockpit and many innovative features. Inside, the main salon is large and very comfortable. There are 2 large private guest cabins and a huge private owners cabin.

\$108,000



CATALINA 36

Most popular 36 on the market. This boat makes a great live-aboard or cruiser. It's main cabin is very large and comfortable, has a private aft cabin with double bed and a galley with more room and storage than most 40's.

**Real Comfort —
\$75,000**



CATALINA

22 • 25 • 27 • 30 • 34 • 36 • 38 • 42

MORGAN

41 • 44

MORGAN 44

Large high performance world cruiser. This boat has a fine entry with large cruising keel and skeg rudder. The center cockpit gives you a large main cabin, great galley and huge owners cabin that includes a bathtub.

**Complete boat —
\$145,000**

EAGLE YACHT SALES

SAIL

(3)	CATALINA 22	from	3,790
'73	SANTANA 22		6,500
'84	O'DAY 22		7,495
(2)	RANGER 23	from	7,495
'67	O'DAY 23		4,495
(2)	CATALINA 25	from	9,995
(3)	CORONADO 25	from	4,495
'65	PEARSON 26'		9,995
'70	INT'L FOLKBOAT		14,000
(6)	CATALINA 27s	from	8,995
'73	ERICSON 27		18,500
'68	SANTANA 27		12,995
'79	CS 27		24,500
'69	VEGA 27		14,500
'70	COLUMBIA 28		Offer
'67	CAL 28		11,500
'71	ERICSON 29		19,995
(3)	CATALINA 30s	from	27,995
'73	FISHER 30		49,500
'70	BRISTOL 33		28,995
'76	CAL 34		38,000
'84	CATALINA 36		59,995
'80	ALLIED 36 ketch		74,995
'81	CATALINA 38		60,995
'77	CAL 39		76,500
'87	MARINER 39		130,000
'82	SWIFT 40 ketch		94,995
'72	COLUMBIA 43		74,995

POWER

'79	SEARAY 36	65,000
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**NEW STYLE
CATALINA 25
NOW IN STOCK**

FARALLONE YACHT SALES

SAIL

'85	NACRA 5.8	4,500
'75	C&C 24	9,500
(4)	CATALINA 25	11,400
'80	ERICSON 25	11,400
'76	O'DAY 25	11,400
	525 SANTANA	Inquire
(5)	CATALINA 27	13,200
'79	NOR'SEA 27	27,500
'76	ERICSON 27	21,500
'83	CAPRI 30	20,000
(3)	CATALINA 30	24,900
'84	JEANNEAU	44,500
'79	PETERSON 34	34,000
'84	FISHER 34	109,000
'77	TAYANA 37	72,000
'81	NIAGARA	75,900
'75	FISHER 37	125,000
'83	CATALINA 38	64,500
'81	FORMOSA 46	87,500

POWER

'72	GRAND BANKS 32	48,500
'73	LAGUNA 38	79,000

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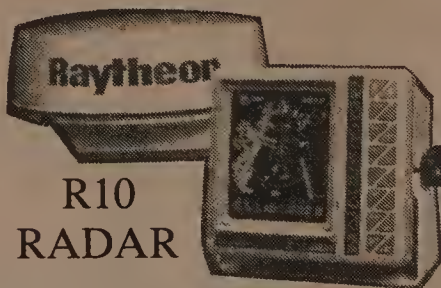
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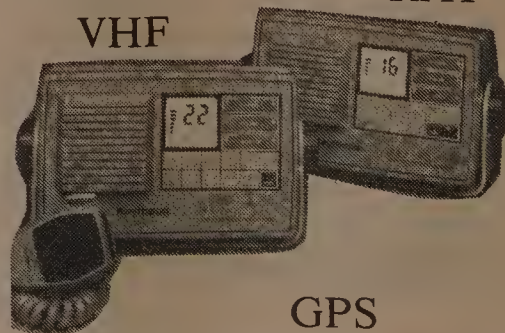
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RAY 33
VHF



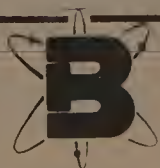
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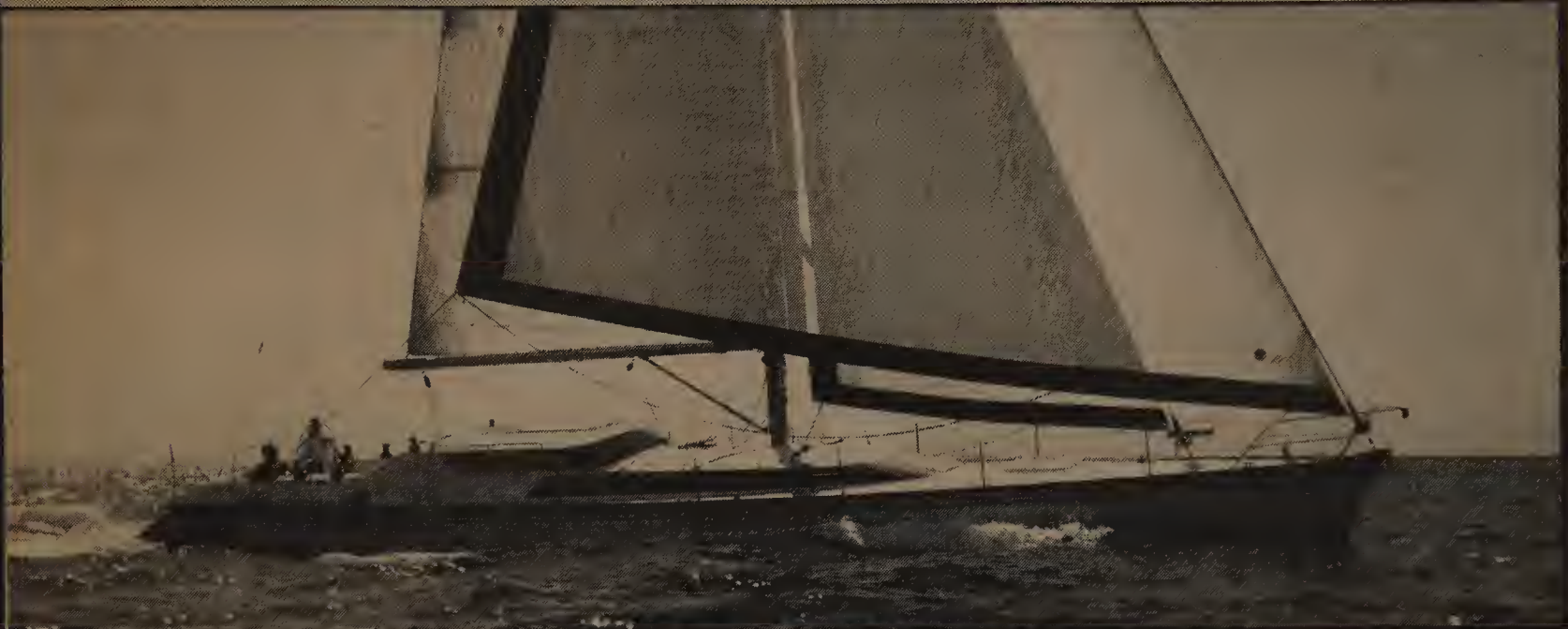
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NEW
NEW**



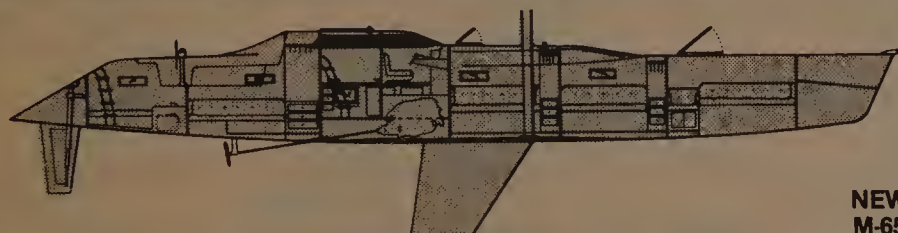
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NEW
M-65
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WATERLINE LENGTH	63'
BEAM	12' 0"
DRAFT, DEEP KEEL	8' 6"
DRAFT, SHOAL DRAFT KEEL	6'
DISPLACEMENT, DRY	30,000 LBS
BALLAST, LEAD	11,000 LBS
FUEL CAPACITY	175 GALLONS
WATER CAPACITY	225 GALLONS
ENGINE, PERKINS DSL	135 HP
SPEED UNDER POWER	11.5 KNOTS
BERTHS	10
STATEROOMS	3
HEADS	3
MAINSAIL AREA	505 SQ. FT.
WORKING JIB AREA	407 SQ. FT.
GENOA AREA	1072 SQ. FT.
SPINNAKER AREA	2968 SQ. FT.
MAST TO JIB TACK (J)	26' 7"
FORETRIANGLE HEIGHT (I)	62'
MAINSAIL LUFF (P)	53' 3"
MAINSAIL FOOT (E)	19'

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CALENDAR

Nonrace

Through February — Nearly 18,000 gray whales swim by the Gate on their voyage from Arctic summering grounds to the lagoons of Baja. Why not catch a whalewatching cruise this winter? Call the Whale Center, a non-profit organization in Oakland, at 654-6621 for details on their programs.

Through February 1 — Victorian Yachting on San Francisco Bay. A free exhibition of historic pictures celebrating the early years, as in the 1880s and 90s, of local yachting. San Francisco Maritime National Historic Park (foot of Polk Street), Wed.-Sun., 10 a.m. to 6 p.m.

January 3 — Free admission to Hyde Street Pier. Save \$2.00 by visiting the San Francisco Maritime National Historic Park on this, or any other, first Tuesday of the month. Check out the C.A. Thayer, the *Balclutha*, and the *Eureka*; enjoy the tours, the workshops, and other programs. 556-6435.

January 6 — "Sailing on Lake Meade", a free slide show presentation by Chuck Berkstresser. 7:30 pm at Stockdale Marine, Stockton. 916-332-0775

January 6-15 — San Francisco Sports and Boat Show. Cow Palace. 931-2500.

January 7-15 — San Francisco International Boat Show. Moscone Center. 521-2558.

January 13-22 — Seattle's Winter Boats Afloat Show. A hundred big boats, both power and sail, will be on display at Chandler's Cove on the south end of Lake Union from 10 a.m. to dusk. Free. (206) 784-5460.

January 14 — Catalina 34 Meeting/Dinner. 5:30, Encinal YC. John Hughes 523-7132) or Dick Barck (941-1102).

January 15 — Families in Deep Water. An original one-act 20-minute play "exploring the workings of a relationship tested by the hardships of shipboard life." Set aboard the *Balclutha*. No charge beyond the \$2 admission to the Hyde Street Pier. Also performed on 1/21, 2/12, 2/29. SF Maritime Park, 556-9875.

January 15 — Columbia 26 "annual" Christmas party, better late than never. Oakland YC, 3-6 p.m. Denis Mahoney, 973-8577.

January 18 — "John Kosteki and Bob Billingham: American Olympic Sailing Silver Medalists". A sailing seminar and audio-visual presentation sponsored by Corinthian YC and the SF Bay Soling Fleet. \$2.00. CYC, 7:30 p.m. Randy von Wedel, 564-1516.

January 18 — Singlehanded Sailing Society Seminar & Skipper's meeting (for the Fiasco). Formal topics will be short-handed sailing without autopilots, sail handling and "getting started and getting back". Oakland YC, 7 pm. Ants Uiga, 658-8073.

January 29 — Man Overboard! Loch Lomond YC and Horizons Yacht Consultants will present a seminar on various MOB techniques. Delivery skipper Charles Thrasher will thrash the subject around. Free, 1 p.m., LLYC. Shirley Housely, 222-9029 or HYC, 521-5370.

Racing

January 1 — Fourth Annual Master Mariner Kick-Off/Chili Feed Regatta. The vintage varnish bunch knows how to start the New Year right — they go sailing! Diane Brenden, 456-3496.

January 21 — The Singlehanded Sailing Society Three Bridge Fiasco. Singlehanded and doublehanded racing "around" the three bridges of the Bay, taking them in either direction. Always fun. Shama Kota, 332-5073.

January 28 — Women's Racing Association Race. Absolutely free. Treasure Island course. Barbara Adams, 664-6553.

January 28 — YRA Race Management Seminar. Everyone involved with race committees is encouraged to attend. Free, 9 to 4:30, StFYC. Call YRA (771-9500) for details.

February 18 — Puerto Vallarta Race. Tenth anniversary of this

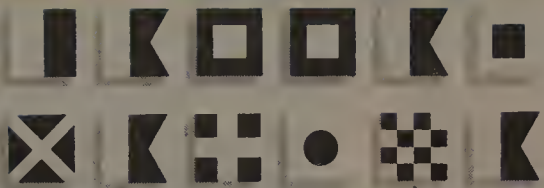


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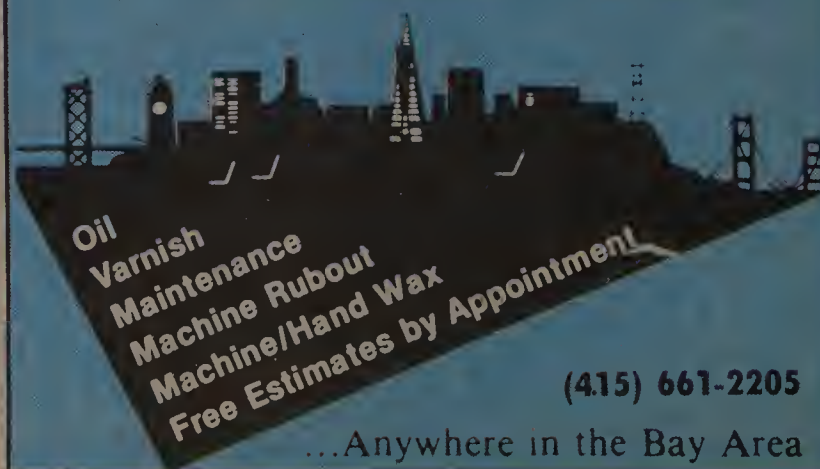
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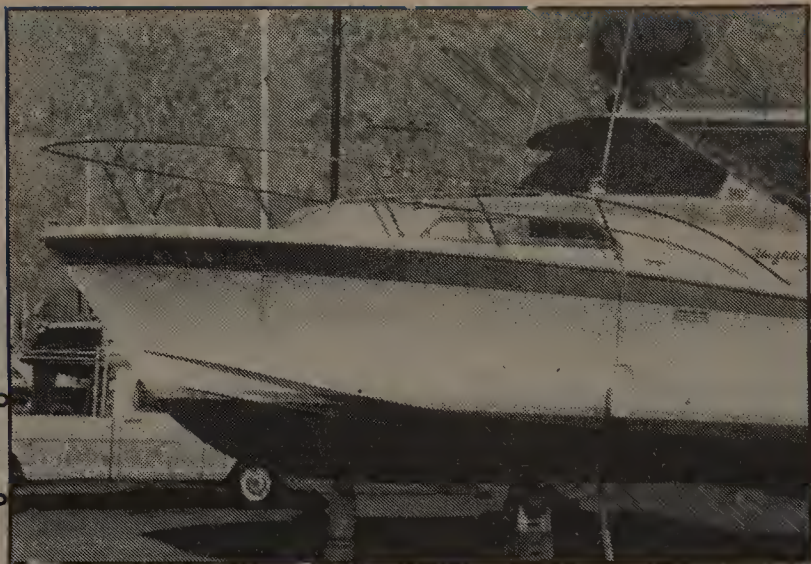
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YEAR ON THE WATER

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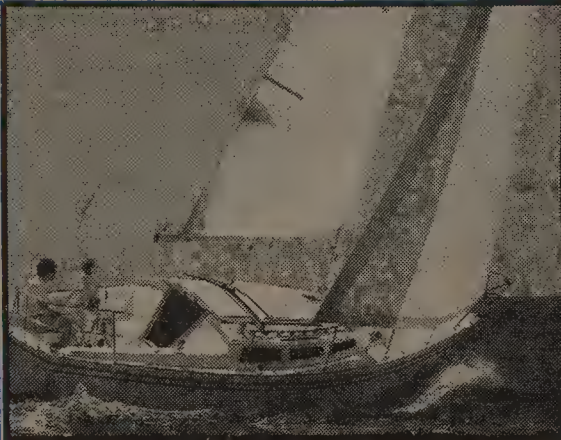


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Catalina// Yachts

**SEE WHAT
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CATALINA 30



CATALINA 34



CATALINA 42

See us at the COW PALACE BOAT SHOW with Catalina's best and newest boats for 1989. Catalina and O'Neill's have been working hard to bring you more fun on the water. Come see us at the show — you'll see why 1989 should be your year to move to the performance and value of Catalina.

Select Quality Brokerage



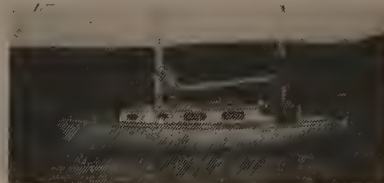
BILL LEE 40

Compared to none! Extensive sail inventory, complete electronics package. Immaculate, must be seen. \$97,500.



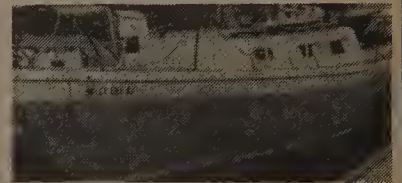
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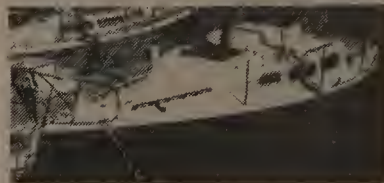
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1977. For the offshore sailor, ketch rigged, full keel 32 footer. Ideal cruiser. Asking \$39,500.



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Diesel, wheel. \$22,500.



SANTANA 27

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Superb! Seaworthy speedster ready to go! Your best buy at \$10,900.

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CALENDAR

February 23 - March 8 — The SORC, rumored to be on the come-back. St. Petersburg YC, (813) 822-3873.

February 25-26 — YRA Protest Seminar, an opportunity for protest committee members to buff up their skills. Slight fee. Encinal YC. YRA, 771-9500.

March 11 — Newport Harbor YC Cabo Race. Traditionally the TransPac tune-up. (714) 673-7730.

March 26-31 — Sea of Cortez Race Week, aka Baja Haha. Proof that there's no such thing as too much fun.

Midwinter Series

BERKELEY/METROPOLITAN YC — 1/14-15, 2/11-12. Kirt Brooks, 284-1778.

BERKELEY YC — "Chowder Races". 1/28, 2/25. Bobbi Tosse, 939-9885.

CORINTHIAN YC — 1/28-29, 2/18-19. CYC, 435-4771.

ENCINAL YC — "Jack Frost Series". 1/21, 2/18, 3/18, 4/15. Shirley Temming, 521-0966.

GOLDEN GATE YC — "Manny V. Fagundes Midwinter Regatta". 1/8, 2/5, 3/4. Tom Martin, 826-6516.

RICHMOND YC — Small Boat Midwinters. 1/29, 2/26. Kers Clausen, 444-4144.

SANTA CRUZ YC — 1/21, 2/18, 3/18. Rob Franks, (408) 425-0361.

SAUSALITO CRUISING CLUB — 1/7, 2/4, 3/4. Bob Wooll, 331-5770.

SAUSALITO YC — 1/28-29, 2/18-19. Don Chandler, 331-4017.

Please send your calendar dates **by the 10th of the month** to **Latitude 38**, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but only one announcement per page and *please*, no phone-ins. Calendar listings are for events that are either free or don't cost much to attend. The Calendar is *not* meant to support commercial enterprises.

January Weekend Tides

date/day	slack	max	slack	max
12/31/Sat	0059	0403/2.3F	0715	1007/2.8E
	1420	1658/1.7F	1956	2219/1.9E
1/1/Sun	0146	0447/2.1F	0751	1056/3.2E
	1515	1808/2.1F	2111	2316/1.5E
1/7/Sat	0134	0334/1.9E	0629	0928/2.6F
	1209	1543/5.4E	1942	2246/4.0F
1/8/Sun	0216	0419/2.1E	0715	1013/2.8F
	1256	1628/5.5E	2023	2328/4.1F
1/14/Sat	0008	0315/3.0F	0622	0926/3.9E
	1328	1618/2.6F	1926	2145/2.2E
1/15/Sun	0105	0409/2.7F	0710	1025/4.2E
	1436	1737/2.9F	2047	2254/1.7E
1/21/Sat	0125	0344/1.9E	0643	0933/2.7F
	1220	1542/4.9E	1943	2247/3.8F
1/22/Sun	0203	0418/2.1E	0727	1019/2.7F
	1303	1621/4.7E	2021	2324/3.6F
1/28/Sat	—	0216/2.2F	0525	0825/2.9E
	1228	1504/1.7F	1814	2040/1.9E
1/29/Sun	2351	—	—	—
	—	0303/1.9F	0604	0914/3.0E
	1332	1613/1.8F	1931	2136/1.4E



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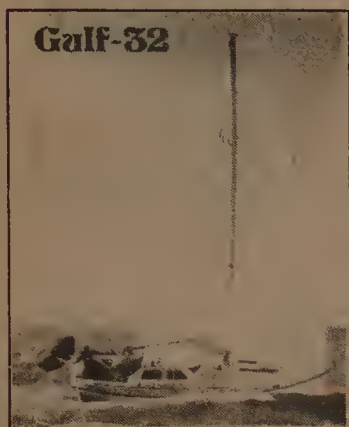
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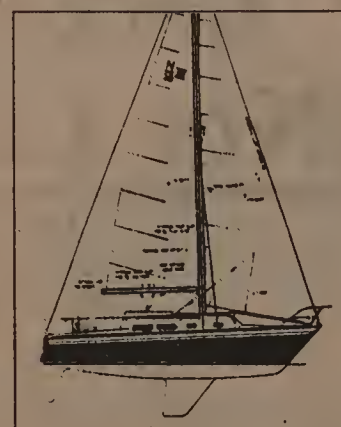
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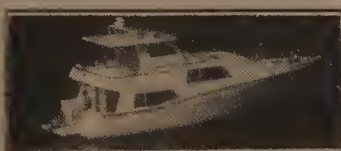
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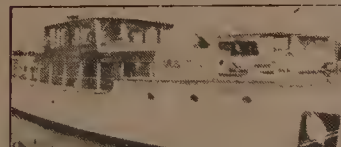
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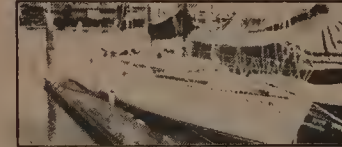
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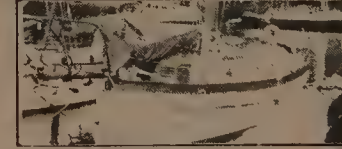
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27' CS Sloop, '79	21,900	36' Union Polaris '81	81,000
27' Sun Sloop, '78	18,000	36' Yamaha slp '81	79,000
28' Newport-II, '79	16,000	36' Islander '79, dsl	57,000
28' Pearson, '85	45,000	36' S-2 (11 meter) Slp '80	63,000
28' Dufour, '84	44,000	37' Islander Plt.House, '70, dsl	47,000
30' Newport II, '79, dsl	35,000	38' Alajuela '77	79,000
30' Ericson, '80	42,000	38' Ericson, '82	68,000
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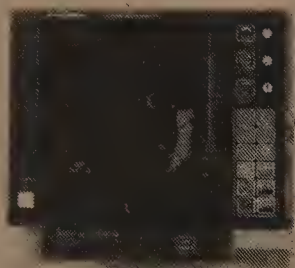
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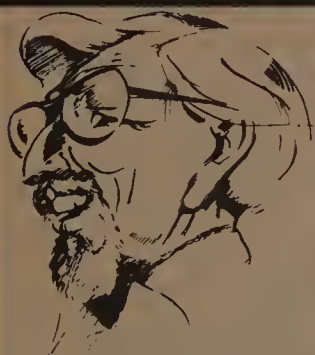
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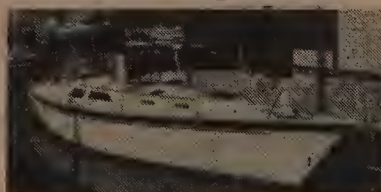
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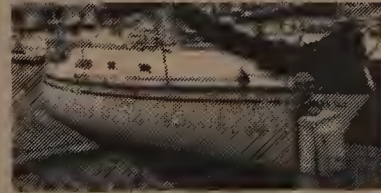
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LETTERS

WOODS FOR DECKING SAILBOATS

We work quite often with peculiar woods — and not so peculiar woods — and so are prepared to offer our two cents worth on one of the questions posed by John Toran of Portland. The question, from page 57 of the November issue, was in regard to what woods to use for boat decking.

Bubinga (*Guibourtia demeusii*), which comes from the western coast of Africa, has many quite distinctive characteristics, most of which (its striking deep red grain, noted by Lee Helm as hard on bare feet) would make it unsuitable for boat decking. It's also extremely dense (55 pounds/cubic foot) compared with teak (43 pounds/cubic foot), or mahogany (32 pounds/cubic foot), adding unnecessary weight above the waterline. Heavy displacement not a big problem? Bubinga is also one of the *least* dimensionally stable woods we have worked with (most peculiar, considering it is also among the hardest), regularly swelling and shrinking with atmospheric change up to 5% of the width of the plank. This might prove a bit hard on the caulking!

Merbau (*Intsiabijuga* or *I. palembanica*) grows primarily in southeast Asia. It somewhat resembles teak in color and texture, but is, like Bubinga, very dense (50 pounds/cubic foot). Unlike Bubinga, however, it is very stable, quite resistant to decay and termites, and would be quite suitable for decking a heavy displacement boat — were it not for the natural mustard-yellow dye present in the grain which is quite soluble in water, and which binds readily to most organic substances (e.g., skin, clothing, painted surfaces, etc.)

If one *must* use these woods in a nautical setting, we recommend an application such as in the accompanying



COURTESY ROSS CRAIG

The ultimate table: just slightly easier to tune than a One Tonner's rig?

photograph. Here is an interesting variation on the premise that the legs hold up the table. Actually, it can be argued that the top, in the case, suspends the legs! It was designed by our own Ross Craig, and was constructed of White Oak (the top), Bubinga (the turned legs and structural base under the top), and Navtec #5 solid rod rigging connected by Shaeffer pad-eyes. It's a very solid piece and any dimensional weirdness can be dialed out with the turnbuckles!

Richard vonEhrenkrook, General Partner
Craig & vonEhrenkrook, Woodworking & Design
Emeryville

Richard — Thanks for that definitive information.

Now for a simple one. What's the best wood or wood product from which to fabricate a very light and simple (flat surface with a hinge to the binnacle on one end and a hinged leg on the other end) cockpit table? There's got to be a better solution than heavy teak or mahogany.

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Yacht Club: The Oyster Pt. Yacht Club has a beautiful new facility, serving an active, congenial group of boaters, both power and sail. The women's auxiliary group helps manage social and boating activities.

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Redwood Creek Municipal Harbor	13.9
Hunter's Point No. Horn	2.4
Bay Bridge Center, So. Span	8.2
Oakland Estuary Entrance	8.3
Pacific Marina	11.8
Berkeley Yacht Harbor	13.5
San Francisco Yacht Harbor	11.5
Golden Gate Bridge	13.3
Bonita Bucy	15.9
Sausalito Entrance Buoy	14.1
Belvedere (C.Y.C.)	13.9
South Hampton Light	13.5
Red Rock	16.5
San Rafael Entrance	18.6
Brother's Light	18.7
Petaluma	41.0
Carquinez Bridge	29.5
Napa	43.2
Martinez	35.8
Rio Vista	48.8
Sacramento	63.8
Stockton	107.8

LETTERS

SHALL WE JIBE BEFORE THE COFFEE AND MOUSSE?

Your excellent write-up on the Long Beach to Cabo Race, *Creeping to The Cape*, missed the boat. Frank and Marsha Robben's *Kialoa II*, that is.

Kialoa II, a 73-footer, was designed for Jim Kilroy in 1963 by the premier naval architecture firm of Sparkman & Stephens. She was built by Yacht Dynamics in Harbor City and launched in 1964. At the time, she was the largest aluminum sailing yacht to have been built in the States. She was also one of the first yachts to be equipped with a "radar range", as microwaves were then called. She also had two large built-in freezers and three heads, two of them with showers.

Kilroy has since built *Kialoa's* III, IV and V, adding to the legend of this series of maxi racing yachts over his quarter century of very active participation in international yacht racing. *Kialoa II* has several noteworthy triumphs. She established a course record that stood for many years in the grueling upwind 1971 Sydney-to-Hobart classic. She also won the 1965 TransPac in a very credible time of 9 days and 19 hours.

The crew of the boat's most recent race will not be accused of "creeping to the cape"; we *crawled*! As we drifted across the finish line at 0630 Saturday, November 12, after a record-breaking (slow) seven days, the only breeze in our sails came from the opening of champagne bottles as we toasted both the best crew ever mustered and the most beautiful sunrise behind the silhouettes of 'the Friars' rising out of the Pacific Ocean. And, if you heard rumors that we had rare filet mignon with hollandaise sauce, you're wrong. It was medium rare and Josef, our chef, served bernaise sauce that night. "Shall we jibe before or after our coffee and chocolate mousse?" We're not jealous of the Swan 57 *Flyer's* Perrier watermaker. San Francisco Bay buoy racing was never like this!

Josef Hoegler, Mill Valley Master Chef, mid-deck ape, pulling as many watches as the rest of us, was a genius at creating three gourmet meals a day. Creator of sauces three bonita died for, he also invented the now world-famous "Jello that refused to set". He proved that Jello made on a gimbaled counter will look like coagulated blood, especially after many days in a warm galley. A glass was all that was needed to bring this word to your mouth: "Yuk!"

Hoegler's successes included bonita in tomato/wine/mushroom sauce; boneless, filleted chicken breasts in wine with mounds of sticky rice; shrimp salad sandwiches; and brownies still supreme after falling out of the oven as we tacked. There were fabulous margaritas — on the rocks, as we never ran out of ice! Breakfasts featured omelets filled with cheeses, chopped onions, mushrooms and spices; or sausage patties, toast and great coffee. Not only was it better than home, it was better than most restaurants.

Classes in celestial navigation were held on the mid-deck daily at noon; sail surgery was as needed. Hot chocolate and coffee were delivered to the cold night watches which continued far too long into the week. We drifted under starry skies, a beautiful Milky Way, while floating on the luminescence of photoplankton, which lighted our 11-ft keel and wake. What sights!

There were hot showers for everyone, unless you got there just after the dinner dishes! We roughed it when one of the three toilets clogged up early in the trip. Frank reports the thing is fixed after inducing air and water pressure from the outside! His talents enabled him to catch everything in a bucket, getting none on the boat. And if that's not all, the spinnaker which exploded all over the boat one night is repairable. Hooray!

Would I do such a trip again? You bet.

Frank and Marsha will be cruising *Kialoa II* in the Sea of Cortez

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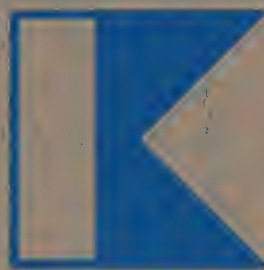
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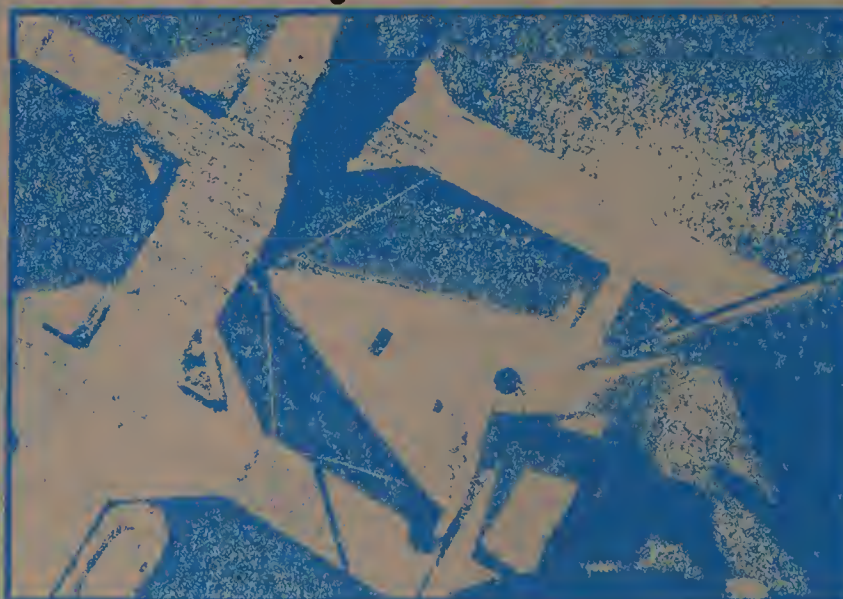


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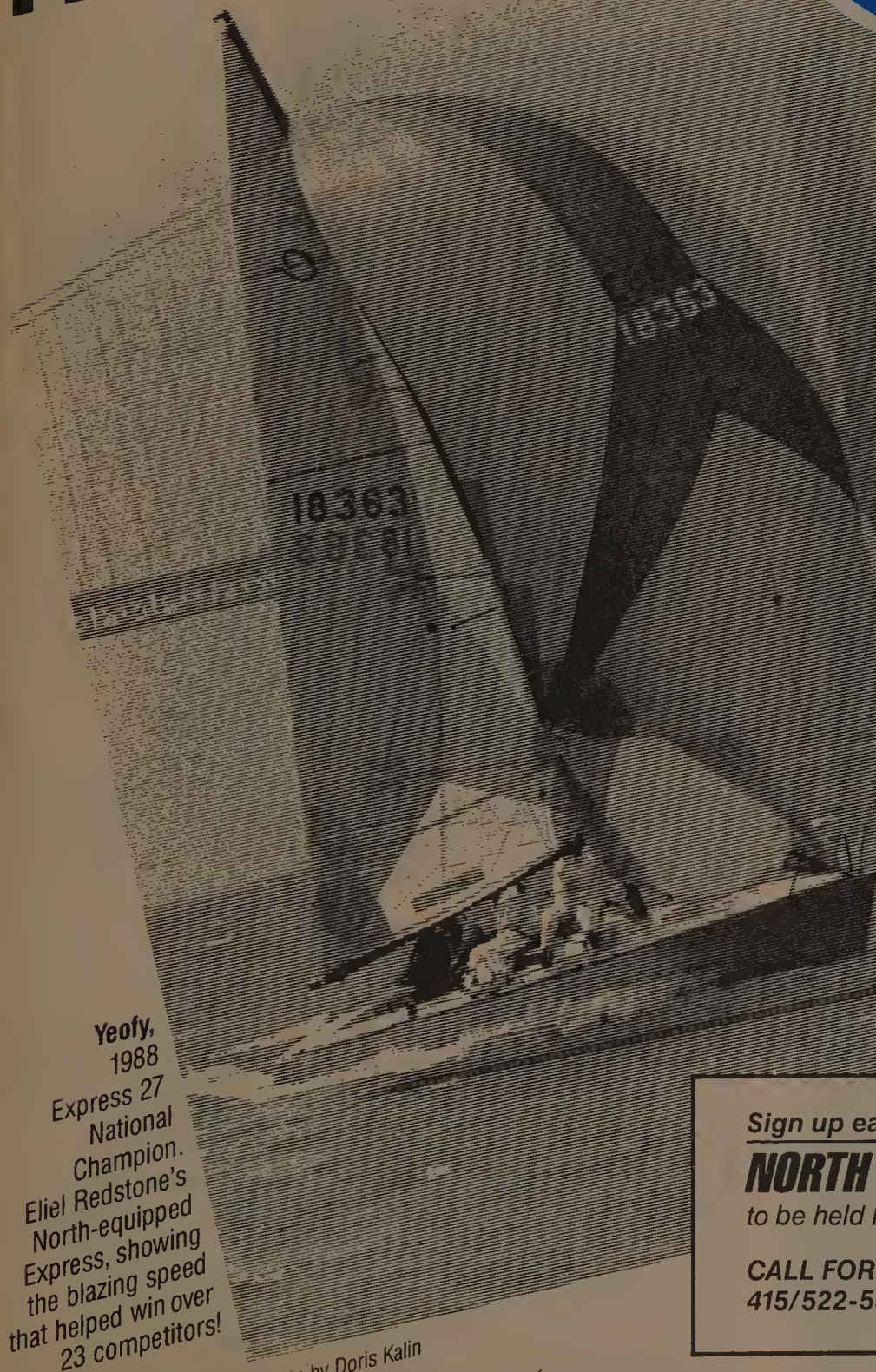
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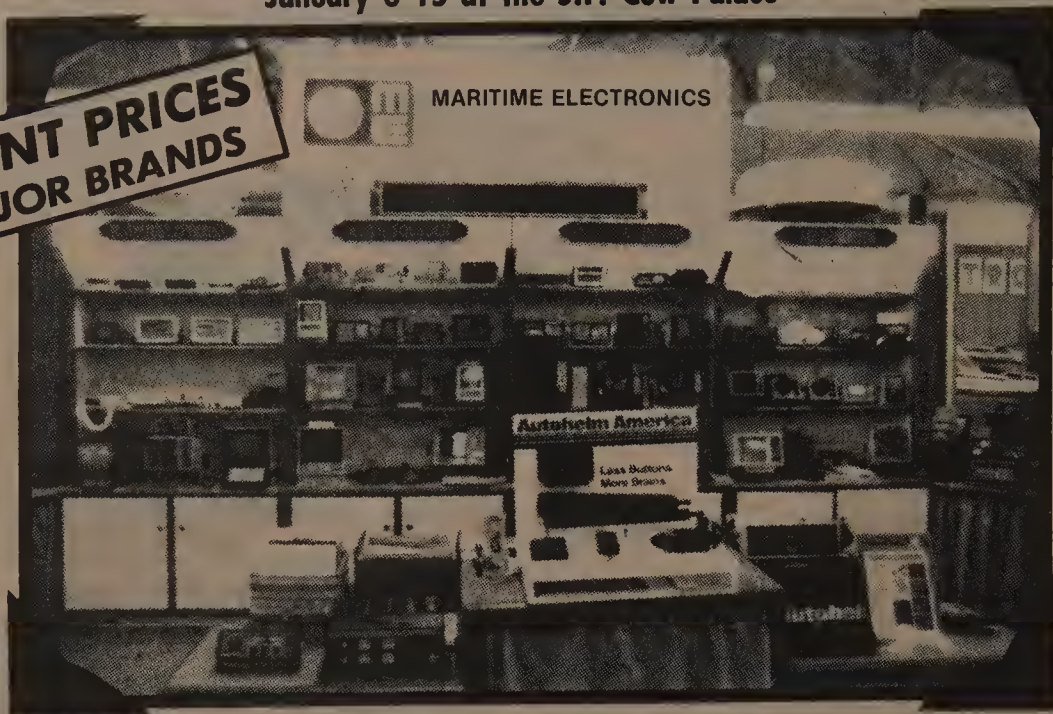
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LETTERS

this winter/spring and sailing in future races. If anyone is interested, I suggest they call the number in one of the ads they run in *Latitude*.

Marilyn L. Bagshaw
Mill Valley

Marilyn — To save folks the trouble of tearing through magazines, Frank and Marsha's number is (415) 843-3667.

Given the nature of race coverage, we invariably end up giving most of our coverage to the ultralight sleds that are first to finish. We're delighted to hear how life was on the other boats that finished further down in the standings — although not necessarily further down the good times list.

⇅REAL RACING. OH REALLY?

I'm writing in reference to the *Racing Sheet* coverage of the Red Rock Regatta.

You stated that "the host yacht club (TYC) dominated the "real racing" i.e. the spinnaker division". I'd like for you guys to define "real racing" a little better than as "using a spinnaker". Are all of those Olympic class sailors who sail in non-spinnaker class boats not really racing? What about the one-design classes that do not allow spinnakers; are they any less competitive than the spinnaker class sailors? I don't think so! I've been racing for about ten years now, and race my Santana 27 in both spinnaker and non-spinnaker classes. I am not any less competitive when I do not fly the chute than when I fly it.

I would also like to point out that the article missed the most important result of the race, i.e. first overall. In pointing out that the "real racers" from the Tiburon YC dominated the top five spots, you neglected to point out that San Rafael YC's entry *Entrancer*, which won the non-spinnaker division, also corrected out to first overall — about two minutes ahead of the first "real racer" that finished. And that was without taking the six second penalty for not being a "real racer".

Scott Taylor
Entrancer

Scott — The words "real racing" were put in parenthesis to indicate we don't buy 'the-more-expensive/complicated-the-boats, the-more-real-the-racing' concept.

As for you not being singled out as the corrected time winner, Red Rock Regatta race organizer, Caroline Fitz-Gerald, tells us that there was no overall prize given for that low-key event, nor has there ever been. Furthermore, according to Fitz-Gerald, had there been an overall competition, you still would not have won, correcting out as you did 3 minutes and 14 seconds behind the first place spinnaker boat.

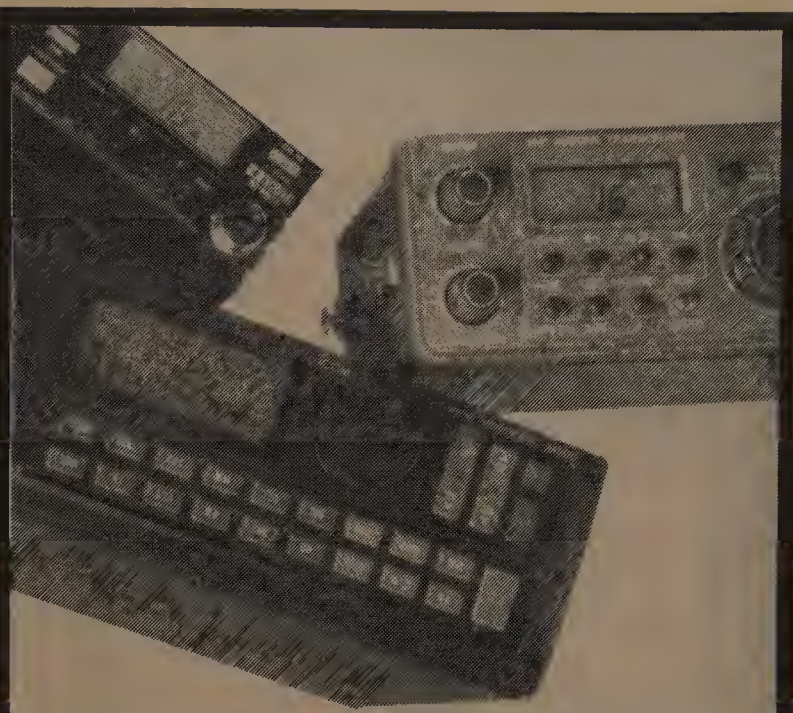
Our congratulations, however, on winning the non-spinnaker division.

⇅THIS TIME YOU'VE GONE OVERBOARD WITH EDITORIAL LICENSE

This time you've gone overboard with your editorial license.

Not only did you reword my letter published on pages 85 and 89 of the September issue, but you had the nerve to retitle it and completely change the intent of it. Having done so, you then proceeded to give a typical witty and cutting response, which not only prompted additional unwarranted input from your readership (page 53, December, *A Simply Ludicrous Practice*), but unnecessary potshots from my friends in the harbor and even an anonymous hate letter from a small mind out there.

For the gratification of your readership, I shall take a few lines to explain that our "spare" mooring is not rented, it is lent for free to anyone, man or woman, young or old, who we feel will be a



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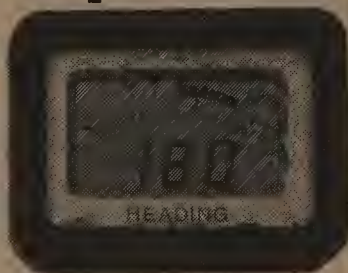


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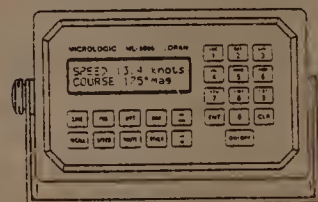


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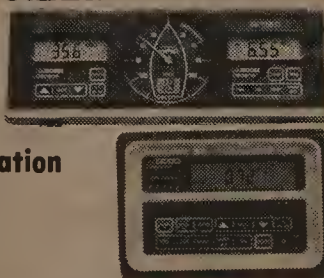
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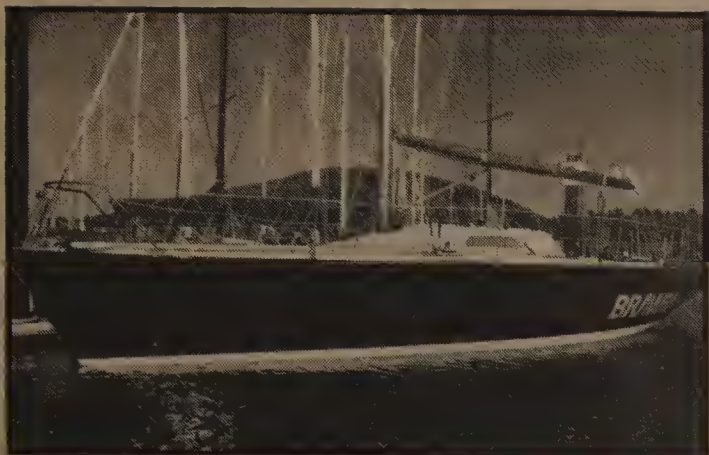
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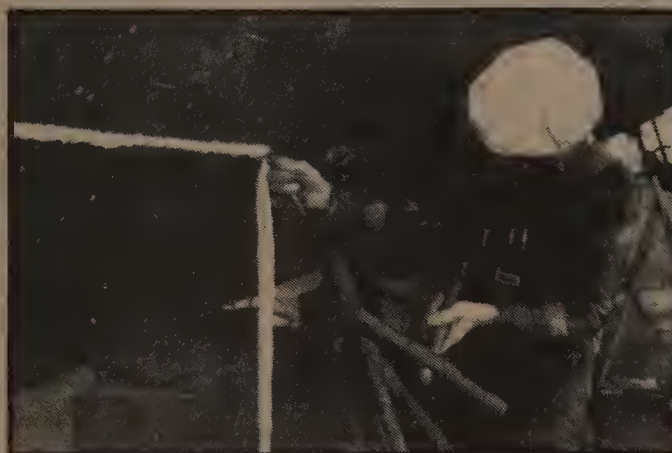
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		30' ERICSON, '69	26,000
		30' TARTAN, '73	30,000
		31' MARINER	34,500
		33' MORGAN OUTISLAND	43,950
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36' PEARSON, '77	53,000
34' SABRE, '86	87,500
38' C&C, '81	69,900
38' FARR, '83	76,000
40' BRISTOL, '69	55,000
40' MARINER, '70	68,000
41' MORGAN, '78	70,500
41' TARTAN, '75	59,500
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LETTERS

good neighbor in the harbor community. We prefer liveaboards because they can keep an eye on things. Obviously, when someone leaves, the "spare" remains vacant until we find someone else worthy of using it. The selection is our prerogative, but we do not, as some in the harbor do, hoard our space. We simply use it wisely. So while the basic premise on which you are making your point is true, I do not want my name associated with it and think you owe me a published apology.

I'm sure you like to "call 'em as you see 'em", as you did in response to my friend David Rehring's letter, December, *California Sailor's Surprise*. When he related the story to me, I suggested he share it with you. He has many more good tales, but I'm sure he will not venture to take pen in hand again after your sarcastic response. I suggest you be more careful with your comebacks lest you bite the hand that feeds your readership with some often entertaining anecdotes. I know that in some cases they are justified — in mine it certainly was not.

P.S. Happy holidays to everyone at *Latitude*.

Judd H. Redfield III
Peregrinus
Carmel-by-the-Sea

Judd — With regard to our response to David Rehring's letter, we don't know what part of it you took to be sarcastic. Our response was straightforward and sincere: both California and Florida have areas of extremely rough water, and the majority of sailors in each state aren't normally mentally or physically prepared for it. It's a simple statement of fact that in no way reflected on Mr. Rehring. The idea of the response was to prevent the possibility of a subsequent outbreak of some silly "our sailors/ocean are rougher than your sailors/ocean" controversy.

While we do create 99% of the heads for all the letters and edit virtually all letters for brevity and clarity, we think the letter that was published with your name very accurately represented your viewpoint. The proof? You've expressed the same reprehensible — at least to us — sentiment in your current letter.

What the hell, we'd like to know, gives you the right to control that bit of public water as though it were your private fiefdom? As you know, the area is so crowded that there's been a moratorium on new moorings for nearly ten years. But for reasons lost on us, you deem it your "prerogative" to leave a second mooring of yours vacant until such time as you "find someone else worthy of using it". Bullshit! Except for objectively mitigating circumstances, the very next person, be they an old black man or a young blonde with a great personality, who comes along "is worthy of using it". Apparently you don't recognize it Judd, but anything else is unadulterated discrimination.

If current law permits you to use a mooring in public waters to discriminate, the law ought to be changed right now. And if the law permits anything but a "use it or lose it" policy with regard to moorings, that, too, ought to be changed. The matter of whether you rent or lend your mooring, incidentally, is beside the point.

MY FRIEND IS MISSING

My friend Yuki Hasebe on *Pink Maru Maru* is overdue on his passage from Hawaii to Japan. Yuki has been sailing the world for over 11 years and has circumnavigated.

I met him and his wife, Kana, in Cabo San Lucas in 1984. Then I saw them often in the Society Islands, swimming and partying in Huahine and Bora Bora. Later I heard he was in Capetown, South Africa and last summer he called me from San Diego.

At that time, Yuki was on his way home to rejoin Kana, get a job, and build a larger replacement for his Yamaha 30.

He departed Hawaii on August 5. Anyone with information

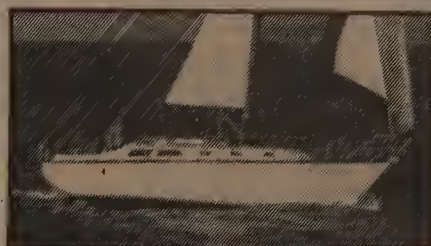
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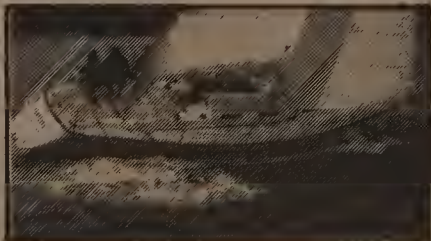
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28' NEWPORT, '77	25,000
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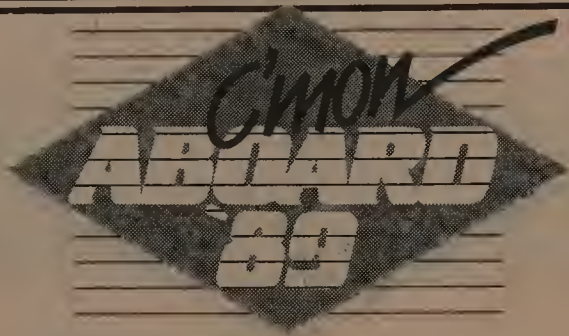
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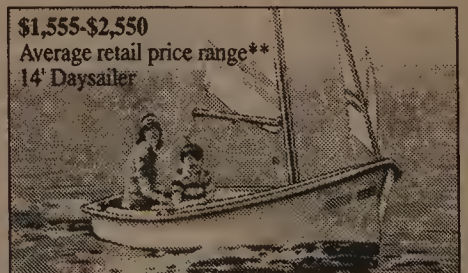
* Monthly cost of ownership figures based on 20% downpayments and average finance rates and terms from nationwide sample of lending institutions polled Fall 1988

** Retail price ranges based on nationwide manufacturer sample and include price of outboard or sterndrive engines where applicable.

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Average retail price range**

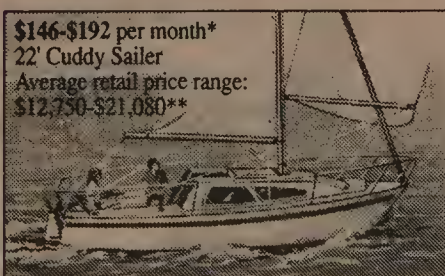
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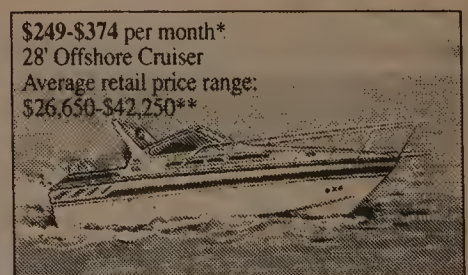
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LETTERS

about his position or situation after that time can contact either of us.

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AT LEAST IT STARTED WITH A 'C'

We enjoy your magazine. The humor, cruising as well as the quick and fertile mind of the person who writes the responses to the *Letters*.

But on page 49 of the November issue, I believe you intended to mention the Chinook 34, rather than the more recent Cascade 36, as perhaps one of the first fiberglass production sailboats ever built.

Tom Schneider
Northern California

Tom — We think you're right — at least about the Chinook 34. We know a lot of retired high school teachers, however, who'd give you a heck of an argument over the "quick and fertile mind" business.

SOLING ON SALTWATER

Are there folks out there searching for a good boat to learn to race on, a boat that can be campaigned on a finite budget? May I suggest the Soling, which handles like a dinghy. Yes, it's an Olympic class, but the local fleet is comprised of sailors with the whole spectrum of skills and experience.

The Soling is a three-person trailerable boat that is dry sailed. It costs about \$10,000 to get into one, with excellent used sails available from recent Olympic and National regattas.

There are excellent Soling fleets up and down the west coast, including a new one forming in Clear Lake, as well as one in Hawaii.

If anyone is interested in a boat like this with a very active local fleet, they may call me at (415) 388-0116.

Kevin Reilly
Soling Fleet Captain
Tiburon

THE PRESIDENT REPORTS ON YACHTING NEWS IN JAPAN

On November 15 I returned from a trip to Japan in which I hoped to tie up some loose ends for my schooner *Viveka's* upcoming voyage there.

While there, I was called to Nagoya to do a survey and inventory of a 12 Meter racing yacht. What a surprise I had! The yacht turned out to be *Stars & Stripes*, the very one Dennis Conner had used to win back the America's Cup.

The historic boat looked worse for the wear. The plastic coating glued to the bottom was peeling and tube coral was growing on her bottom. She was nicked and dinged in places, and below decks was even worse. The instruments, compasses and computer were gone. She'd been sitting in a parking lot outside a warehouse.

Fortunately, the boom and mast were still wrapped in plastic. My brief survey showed that most of the important sailing gear was still on board. This included three mylar sails and a spinnaker.

The World Design Expo has a one year lease on her. Their plan was to exhibit her outdoors on a cradle — with the sails up! In my Pidgin Japanese, I explained that a gust of wind could knock her over. I'm not sure what the outcome of my advice will be. My translator and survey assistant was Yoshio Shozaki; "Sho-chan" is one of Japan's premiere sailors.

The Japanese presently have five America's Cup 12 Meters boats, including *Stars & Stripes*. They are very serious about

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LETTERS

competing for the Cup. Sho-chan will probably lead Japan's America's Cup entry in the races scheduled for San Diego in 1991.

In the past, Japan's sailing efforts had been handicapped by their own government's limitations. Until recently, all boats over 45 feet in length, commercial and otherwise, had been required to have a licensed captain and engineer aboard at all times. Thus larger yachts were impractical to maintain because of the considerable additional expense.

The government has been relaxing that law, however. I saw several 55-foot boats without officers aboard.

I expect Japan to be quite competitive in the next America's Cup. They've become hi-tech, both in racing technique and yacht design. And they are spending lots of money preparing for it. In anticipation of a new class of approximately 85-foot America's Cup boats, the Japanese have stopped practicing with the 12s. Personally, I'd like to see maxis compete for the Cup; it would make it more exciting.



COURTESY MERL PETERSON

Stars & Stripes forever: the President (left) and Sho-chan.

In any event, my arrival in Japan found the Emperor on his deathbed. When he dies, the country will mourn for a year. This will require major modifications to *Viveka's* previous itinerary. Her escort vessel duties in the Around Japan Race have been postponed indefinitely. However the television expedition is still on. Negotiations have also begun for *Viveka* to be the flagship of the Nagoya World Design Expo in '89. She would be travelling to all major ports of Japan displaying the Expo's logo on her sails.

We also have plans to enter her in the White Sail of Peace International Yacht Race in 1989. This one will start from either Vladivostok or Nakhodka, Russia, and run 500 miles to Muroran on the Japanese island of Hokkaido. That race begins on August 3.

Merl Petersen
President of the Pacific Ocean
Honolulu, Hawaii

DISCUSSING THE INEVITABLE

I'm writing in regard to Bob Austin's December letter about taxes and liveaboards. Here is some related tax information from my personal situation that may be of help to Mr. Austin.

My wife and I have been liveaboards for four years at Oyster Point Marina, and we enjoy a homeowner's exemption from San Mateo County. Mr. Austin refers to the Franchise Tax Board, but to

STARBUCK PROFILE

NAME: ALDRED B. CHIPMAN
HOME: North Beach
AGE: 37
PROFESSION: Cover Maker

HOBBY: Safe Driving.
LIFESTYLE ACCOMPLISHMENTS:
Married Dream Girl
QUOTE: "It's No Use Seeing It Coming
If You Don't Duck."
LAST BOOK READ: "A Distant Mirror"
HIS CANVAS SHOP: Starbuck, of Course

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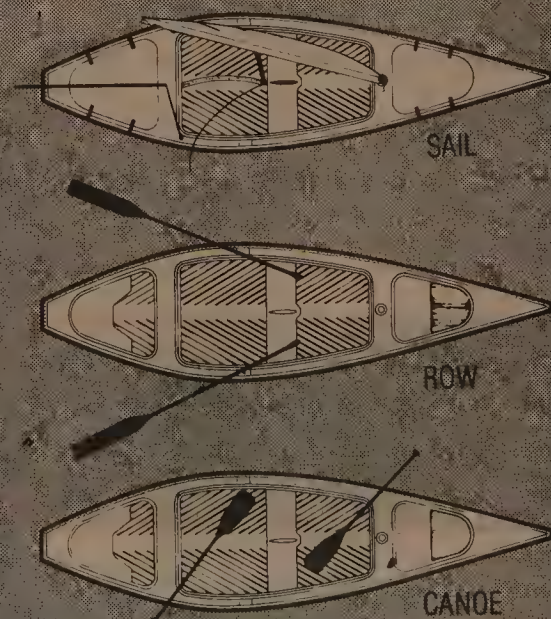
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the best of my knowledge, they have nothing to do with Homeowner's Exemptions, only Renter Credits. It's the tax agency in the county you reside that grants the exemptions. The key to the exemption appears to be the payment of either "Real Property" taxes or "Possessory Interest" taxes on the space which is occupied by the dwelling (boat).

My particular interest in this area began when the California Franchise Tax Board denied my application for Renter's Credit on my 1985 returns. Since I was married and filing jointly, the Renter's Credit would have been about twice the \$70 allowed by the Homeowner's Exemption. But I was denied the Renter's Credit. The reason given was that boats are not so provided for in the Tax Code. (Because they are specifically mentioned, mobile homes do qualify for Renter's Credit).

I've enclosed two letters about this matter; one I wrote to the Franchise Tax Board, the other to Assemblywoman Jackie Spier of the 19th District. Your readers might find them interesting.

[Edited version of letter to the Franchise Tax Board]:

"You have disallowed my claim for Renter's Credit based on the fact that I live on a boat. A certain Mrs. Moses stated that boats are specifically excluded under section 17053.5 of the *Revenue and Taxation Code*. I reviewed that section of the Code and nowhere in it are boats even mentioned.

"The pertinent area of the section that apply to my case are as follows:

"PP 2-A: "The term 'Qualified Renter' does not include an individual who on March 1 of the taxable year rented and occupied premises which are exempt from property taxes, except that that individual, otherwise qualified, shall be deemed a qualified renter if he or she or his or her landlord pays possessory interest taxes . . ."

"PP 2-B(g): "For the purposes of this section, the term 'premises' means a house or dwelling unit used to provide living accomodation in a building or structure and the land incidental thereto, but does not include the land only, except in the case where the dwelling is a mobile home."

The reasons I feel I should be eligible for this exemption are:

1. A boat used for liveaboard purposes is essentially the same as a mobilehome — which is specifically mentioned in the Code.

2. My boat is being taxed as real property by the county in which I live.

3. My berth is being taxed on a possessory interest basis by the county in which I live (which I pay directly).

4. I am eligible for a Homeowner's Exemption on my boat in the county in which I live.

5. I have elected not to apply for the Homeowner's Exemption for which my boat qualifies.

6. The Bay Conservation and Development Commission, created by the State Legislature to oversee the public trust use of the San Francisco Bay, has declared boats to be Bay fill. I submit to you that precedent has been set by a state agency that declares boats to be "bay fill" which translates to "land". Either the BCDC is correct or you are. It can't be both ways.

[signed] Wallace L. Burton

[Edited version of a letter from Assemblywoman Spier]:

"Mr. Burton:

"Thank you for calling my District office to bring my attention to the issue of Renter's Credit for your live-on boat at Oyster Point Marina. You have obviously done quite a bit of reserach on your own and my Field Representative, Judy Bloom, was able to verify all of the *Revenue and Tax Code* and definitions that you cited.

"As Ms. Bloom explained to you on February 2, we took your concerns to Mr. David Doerr, consultant to the Assembly

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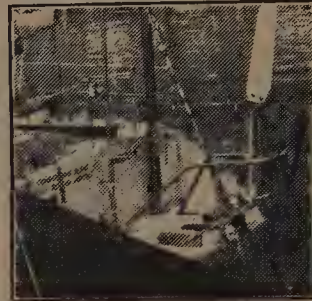
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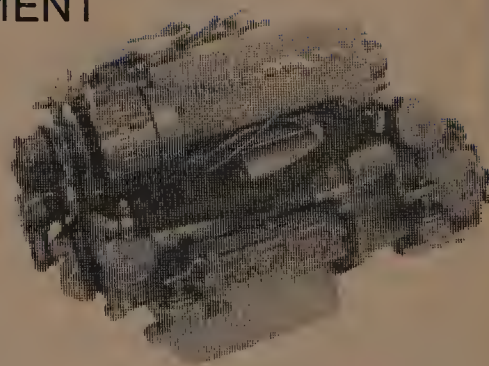
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Committee on Revenue and Taxation in Johan Kleh's office. Mr. Doerr felt that your concerns might be addressed in two different ways: 1) a possible broadening of the definition of a "mobile home" and 2) an equalization in credits for renters: the present situation seems to discriminate against married owners versus renters.

"Mr. Doerr has promised to research both the above-mentioned issues, to discuss possible legislation and to let us know the alternatives open. I will instruct my staff to keep you apprised of the legislative possibilities. Meanwhile, any information you can provide me re: the interest of your neighbors and friends in this issue would be of help in evaluating the magnitude of the problem.

[signed] K. Jacqueline Spier

If someone out there would care to organize a campaign about these issues, I would certainly be willing to provide grunt labor. I don't feel qualified to be an organizer. It's true that there is not a lot of money involved, but it's just the idea of the whole thing that grates on me.

Wallace Burton
Moonraker
Oyster Point Marina

⇕TRANSCENDENTAL CRUISING

I would like to thank George Fulford of Mill Valley for providing valuable information about the Sausalito Public Library and its excellent selection of nautical books. I also have found libraries to be very well stocked with nautical books.

Another good source is the Dolphin Book Club. One of my favorite books purchased from them is *Sensible Cruising: the Thoreau Approach*, written by Don Casey and Lew Hackler. The book is fantastic in that it presents planning for cruising in a simple and achievable manner. The underlying philosophy is of course that of Thoreau.

The author emphasizes that you can go cruising now and most likely with your current boat. They point out that many would-be cruisers use the old excuse, "I'll go when I get a bigger boat, better job or win the lottery". The book explains away these excuses by showing how you really need far less than you think to go cruising. I'm very pleased with the book.

Craig Federspiel
Mountain View

⇕SERVICE LAVISHED ON THE BUCKS-UP

I'm writing in regard to the letter in the November issue; the one from Randy Repass, president of West Marine, to Tom Hall Associates, Sausalito diesel mechanics.

Tom, would you have given the same service to the average sailor hoping to cruise up to the Delta or enjoy a three day vacation on the Bay as you lavished on a bucks-up, hot-shot, high-powered racer? You and I and the rest of the world know that answer to that. Almost everybody else would have been S.O.L.!

You really don't deserve any special recognition for preferential treatment of a rich-boy racer. Not until you give that type of service to the average guy are you entitled to any special mention.

Once again, we're shown that "excellent customer service" is only bestowed upon those with the reputation, money, and attendant attitude of "the whole world is there for my convenience".

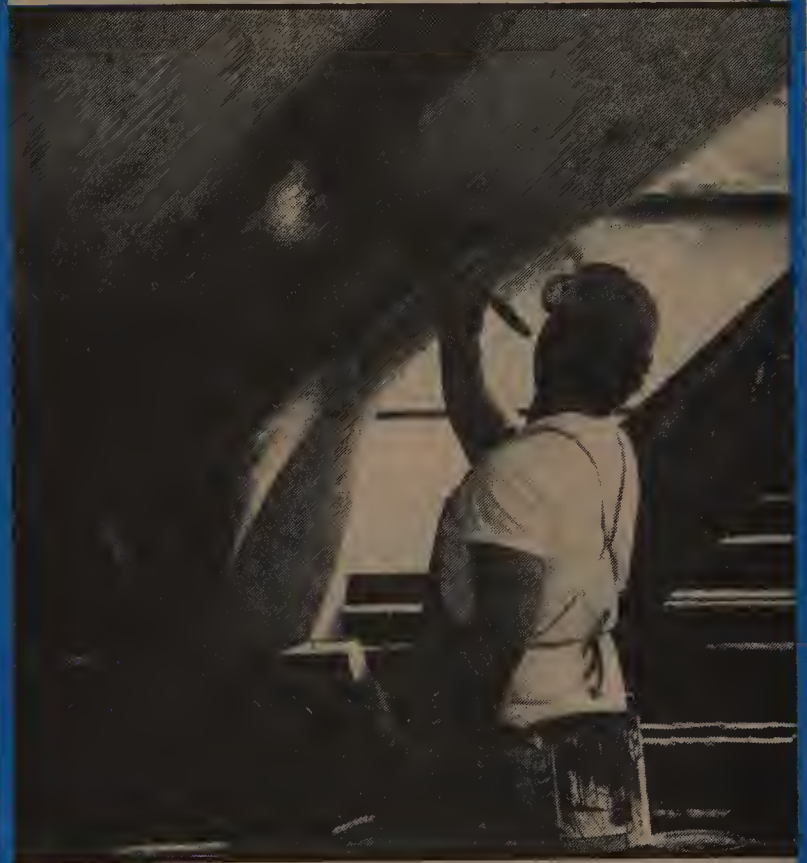
Those that have always get their way, and the rest of us can go suck hind tit.

Jim Hobson
Hayward

Jim — Obviously you don't know either of the individuals you've criticized.

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LETTERS

We first became acquainted with Tom Hall about 15 years ago. Way back then he had more people clamoring for his services than he could accommodate. The deal was you got in line and waited like everybody else. If you were in a bind, he'd try and squeeze you in. But if you thought you could pressure or cajole Tom Hall into moving you to the front of the line, you obviously didn't know the kind of person you were dealing with. Tom didn't need the business or have the temperament to take much heat from anybody — particularly any "bucks-up, hot-shot high-powered" pain-in-the-neck. We haven't seen Tom as often in the last five or so years, but we're certain he hasn't given a millisecond's thought to changing his ways.

Your characterization in the last paragraph of Randy Repass being some "don't you know who I am?" snob who likes to throw his weight around is hilariously off base. We also knew Randy 15 years ago when he was a 'nobody' selling line out of a garage. We hadn't seen him in years until we spent some time with him at the conclusion of last year's West Marine Pacific Cup. Randy still looked, acted and talked just like a 'nobody' who sold line out of his garage. He's a vegetarian, for god's sake, whose longstanding business philosophy has been "give the customer what they want". Did you read the letter in the December issue where a West Marine employee took a boat all the way out to Point Bonita to deliver a battery so the guy could start his engine and get back to Benicia in time for work the next day? Employees of "rich boy, hot-shot, high-powered" people don't do stuff like that.

Jim, we don't want to be nasty, but you're 0 for 2 on analyzing people you've never met.

You sound almost too cynical to understand, but it's a very common human feeling to want to help folks keep a big project together. Remember old Meher Baba's saying: "True happiness comes from making other people happy"? Frequently in the world of racing and a million times a day in the world of cruising, friends — and even strangers — bust their butts to keep other people's dreams going. We bet Tom Hall got a kick out of keeping that TransPac together for the three married couples who sailed on Promotion.

↓↑THE PROMISE WAS MADE GOOD

My 'Good Guys' nomination goes to Nelson's Marine in Alameda, and particularly Greg who runs the show.

A couple of weeks ago I brought my boat to Nelson's to replace a bent shaft. The bend had apparently occurred when the coupling bolts broke loose, causing eccentric torque on the shaft. (Checking the coupling bolts is now on my maintenance check-list).

I showed Greg that the bend had caused some damage around the shaft sleeve. In about a week, the shaft was replaced, realigned and fiberglass put over the abused area.

While sailing the boat back to her berth, I noticed a slight trickle of water coming in around the repaired area. I geared myself up for the usual hassle of convincing a yard that you didn't get what you had paid for. I called Nelson's to complain.

But instead of arguing, Greg said, "It certainly shouldn't be leaking. We'll check it out and fix it." Furthermore, he said it shouldn't be my problem, so that they'd pick my boat up at the berth, fix it, and return it.

Sure enough, Greg's promise was made good and at no charge. I later learned the extent of the second repair. They had to haul the boat, pull the shaft, replace the shaft sleeve, reinforce the trunk and repaint the work area. It was service I consider above and beyond what I expected. Thanks guys, I'll be back!

The subject of unwanted water coming in brings to mind a trip back from Gilardi's (Lakeville Inn on the Petaluma River). Our crew had spent the previous night seeing if we could drink a can or

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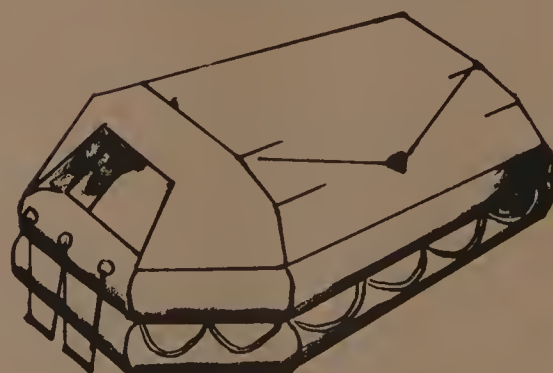
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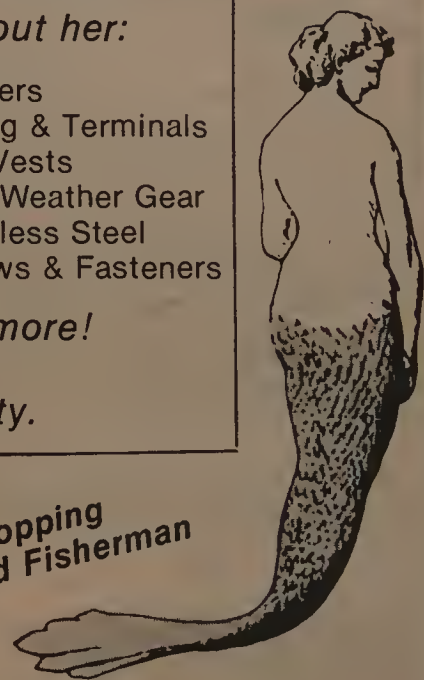
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LETTERS

bottle of every beer with an animal name: Grizzley, Giraffe, Moosehead, Green Rooster, King Cobra, etc. At Gilardi's it's a real challenge.

The trip back to the Bay the next day was cold, rainy and a little rough. Most of the crew was on deck and not feeling too good as a result of playing with the 'animals' the night before. We also had one 'basket case' down below.

The marine head was getting a lot of use until somebody announced that it wasn't working. The pump appeared to be jammed. We were all relieved when the next person to use the head informed us that having applied a little force, the head was now working just fine.

About five minutes later, the 'basket case' below appeared in the companionway with the happy news that the cabin sole was awash in odoriferous brown/yellow liquid. Since the boat wasn't floating in water of the same color, we decided we probably had some kind of internal problem. Despite being secure in the feeling we weren't going to sink, finding volunteers to pump and bail took some diplomacy. Everyone finally pitched in, including the 'basket case' who was hoping to return to supine as quickly as possible.

The final diagnosis: a plugged holding tank vent. We learned that with the vent stopped off, the head pump had the capability, if pumped with vigor, to explode a full fiberglass holding tank. It's still a favorite story to repeat when guests come aboard and someone asks, "What's that funny smell?"

Will Green
Lafayette

Will — Those pumps can really develop some pressure. We've seen the contents of an inadvertently pressurized holding tank erupt six feet up to the overhead when the vent was removed. Quite a sight! Quite a smell, too!

A little insider information from holding tank experts. You would think that head holding tanks smell bad — and they do. Far, far worse, however, are the odors of holding tanks that collect the stuff that comes down galley and shower sinks. Gas masks are recommended for the odor emanating from that black mayonnaise.

Say, anybody hungry?

⇕PANAMA SUCKS — BUT IT'S BECAUSE OF US!

Let's get the perspective straight on cruising Panama. Some of the most wonderful cruising in Central America can be found on Panama's west coast. Just after you round Punta Burica and enter Panamanian waters, the sights and anchorages are just what most cruisers are looking for. The people are friendly, the fishing is excellent and the waters are seemingly unexplored.

Now the Panama Canal, Balboa and Colon are a different story. I have transited the Canal five times since 1973. Each time I have returned to Panama, things seem to have gotten worse. How anyone can say anything good about Colon is beyond me. Since the Canal was built, the United States has done absolutely nothing to improve the impoverished lives of the citizens of Panama who were/are not employed by the Canal Zone Company.

The city of Colon is one of the most dangerous places I have ever been, rivaled only by Buena Ventura, Colombia. I don't blame these poor people for robbing foreigners or taking anything that isn't tied down.

Sure the Colon Yacht Club is safe. I have even had some exceptionally good times there. But step outside its gates and welcome to the armpit of the Americas. You know you're not in the beautiful world of cruising when polite policemen lean out of their car windows to tell you to get off the streets because they're not safe for you.

To set the record straight, I spent 30 days in the Colon slammer

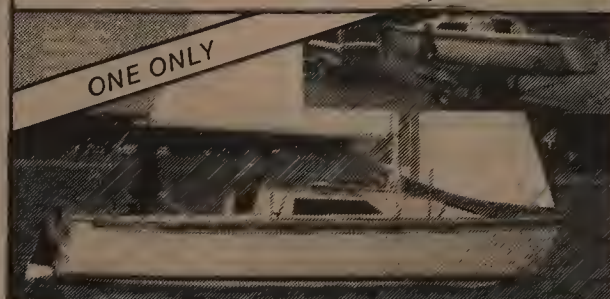
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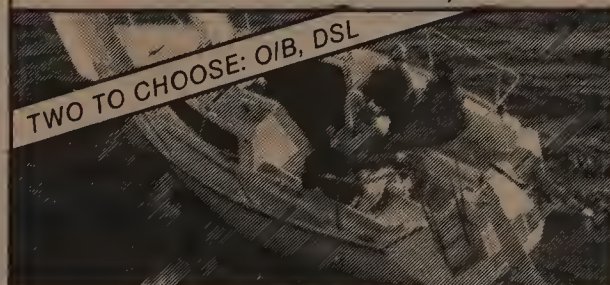
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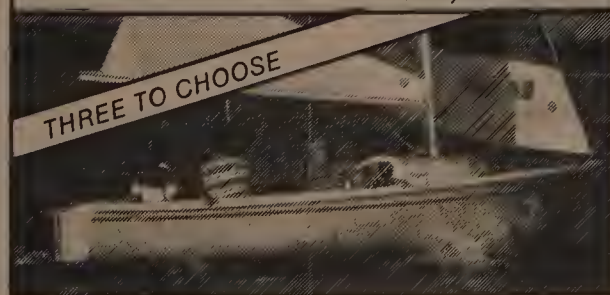
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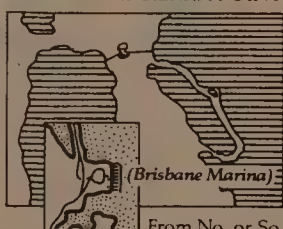
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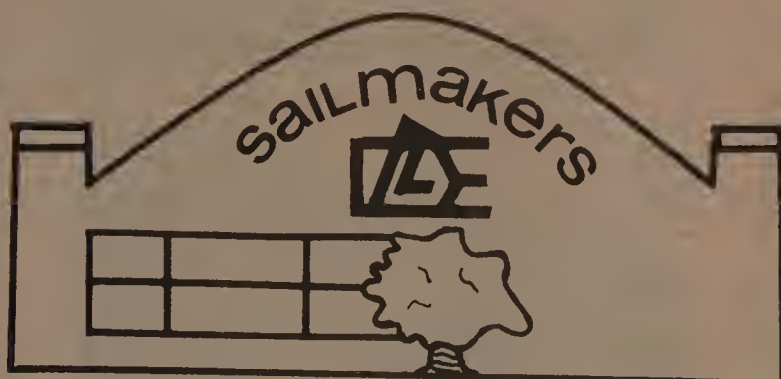


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LETTERS

... not the Canal Zone Station, but the *Guardia Nacional's* slammer. My crime? The yacht I was transiting the Canal aboard was robbed by my Turks and Caicos Islander crewmember. He was black. The secret police were black. The money he stole was green. And it was a lot; \$5,000, the entire contents of the safe.

I was the first *gringo* to spend longer than overnight in the *Guardia Nacional's* prison, and the first to go through the new court system after we gave the Canal away. It cost \$15,000 to get me, my crew and the boat I was skippering, out of there.

Believe me, if I were guilty of any crime, I would not have the attitude I do toward certain Panamanian cities. But I was a victim — not a criminal.

I have also transited the Canal since my incarceration, sailed to Playa Blanca, talked with Mike Starbuck (before his incarceration), and it hasn't changed my attitude about the place.

Panama is a big country. Thousands of boats transit the Canal annually. Most get through Panama without incident. But just remember: as Americans, we reap what we sow. If most Americans were to see the shithole we created in Colon, they would more than likely barf. How much would it have cost the United States — over the years that we reigned there — to put in a sewer system, water, electricity, and schools for these well-deserving people? The cost to us for this blatant neglect of human life and spirit is now being reaped. Back in the days of a Canal Zone run by Americans, you could literally see two different worlds living side by side. Well-manicured lawns, palm trees and white buildings in the Canal Zone; directly across the tracts were corrugated metal shanty towns, sick people, hunger, filth and poverty.

Please title this letter straight — "Panama Sucks" — and it does because we Americans made it that way.

Craig Quirolo
Stormy Weather / San Francisco
Living in San Francisco

Craig — All this reminds us of the adage, "the best way to make an enemy is to loan money to a friend".

A couple of years back we would have immediately agreed with the "if only we'd have given more money" notion. But no longer. More often than not, the recipients of largesse end up hating the benefactor.

You only need to look at the U.S. Virgin Islands for confirmation. The U.S. has poured and continues to pour incredible amounts of money into the tiny Territory. The harvest? Filthy population centers with monumental crime and abysmal infrastructures. Far from being grateful, there is widespread resentment and bitterness on the part of the local population because they're not given more.

That we created "the shithole" of the Eastern Caribbean by pouring tons of money into Charlotte Amalie would seem to argue against the notion that we could have prevented Colon from being the shithole of Central America by doing the same thing. Look around the world and you'll see that money hasn't bought affection or allegiance for the United States — or Russia. Usually the opposite has been true.

Money sure helps struggling countries, but only when there already exists of bedrock of initiative, ambition and motivation. If the latter three qualities could be injected in countries at \$100 million per, it would be a hell of a deal.

Our solution? We don't have one nor do we believe there even is one. If you think there's terrible economic disparity between the countries of the world right now, it's only going to get much worse as the world evolves to a global economy. This already ought to be obvious to we Americans who, trailing the Japanese in motivation, initiative and ambition, are rapidly being bought out.

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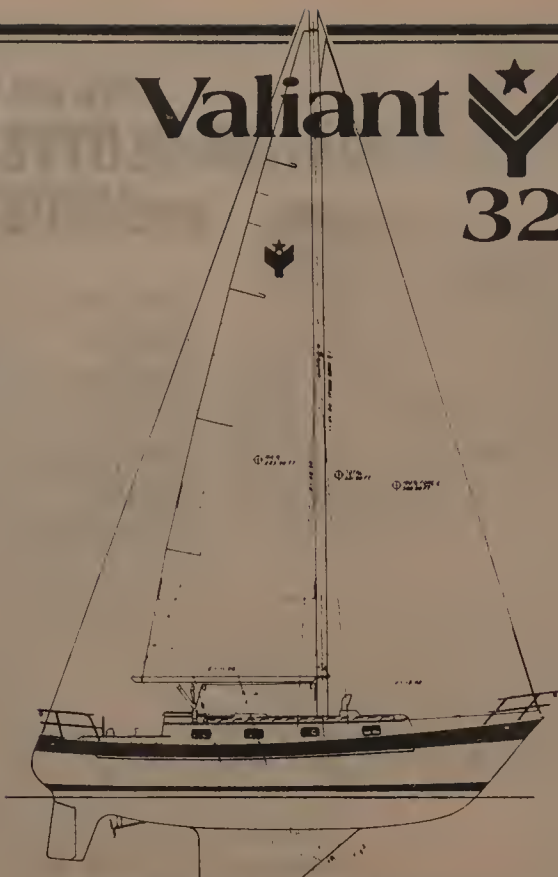
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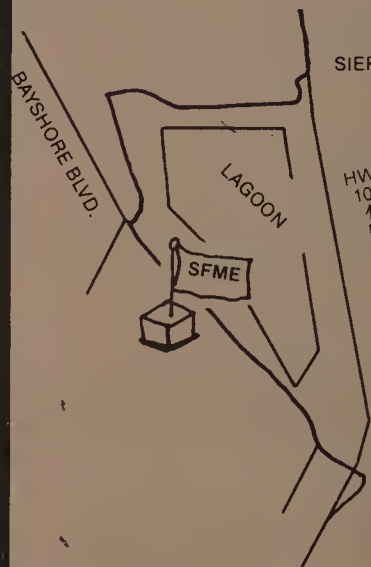


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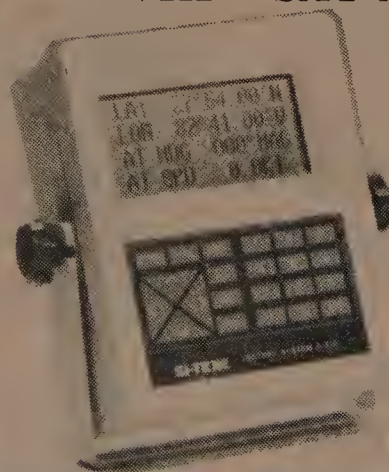
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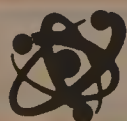
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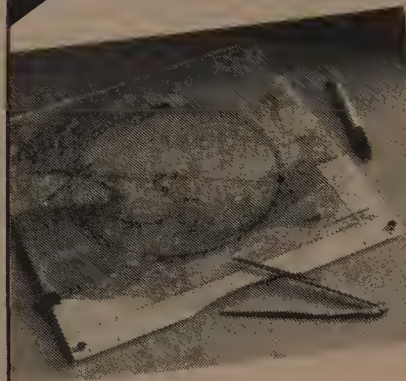
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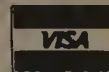
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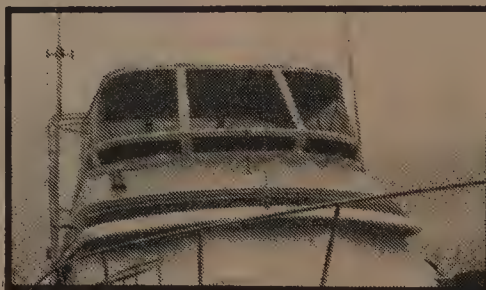
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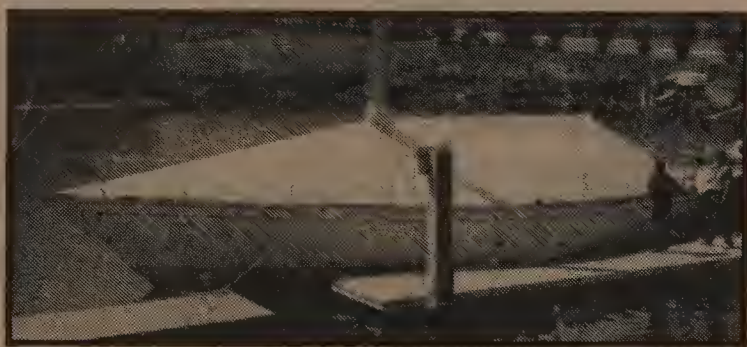
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LETTERS

We're as distressed as you Craig, but we just don't think money was or is the only missing ingredient in Panama.

Readers: For those of you who don't know Craig — and we didn't before this letter — here's a short bio from the Reef Relief Foundation:

"Craig Quirolo, Founder and Executive Director of Reef Relief, is a 39-year old charterboat captain who sails his classic 36-ft 1939 wooden yacht Stormy Weather out to the reef almost daily. He was born in Oakland, attended the San Francisco Art Institute and is an accomplished etched-glass artist. He has logged more than 50,000 miles of bluewater sailing and arrived in Key West in 1973. His interest in preserving the reef dates to the destruction he observed after a three year absence while chartering out of California and Mexico. Since his return in 1985, he has dramatized the plight of the reef, educated divers and dive boat operators to its value, and raised funds for reef maintenance projects."

What's Reef Relief? "A non-profit organization dedicated to protecting and preserving North America's only living coral barrier reef, the 128-mile string of underwater tracts off the Florida Keys". From the newsletter, it sounds like Reef Relief has already done a hell of a lot of good. As just one example, they've installed 60 mooring buoys at Key West area reef tracts so that boats won't have to tear up reefs to anchor; and they have signed a non-paying 20-year contract with the county to maintain the buoys. Good stuff, to be sure!

THE PANAMANIAN STORY WITH NO END

A member of my staff has brought to my attention articles published in the September, October and November issues of your magazine regarding Panama and non-military United States citizens visiting that country while on pleasure vessels.

I was assigned to the United States Naval Base in Balboa, Panama between January and April of 1988 as an administrative officer. During that time period, my office assisted in the transportation and removal from Panama of the vessel *Heartbeat*. We saw that the vessel safely made it out of the territorial waters of Panama. The owner of the vessel was a retired naval officer, which gave my office legal cause of action, as the vessel had been impounded by the government of Panama for no apparent reason and the delivery skipper imprisoned.

I have no reason to question the validity of what the delivery skipper wrote you about the incident. Although I can't condone his methods in handling the situation, I do respect his courage and his not revealing the identity of those who assisted him. The skipper obviously handled the situation the best he could, as did other U.S. non-military personnel, during the crisis.

I do, however, question the validity of articles written by the other individuals because one or more of them is known to both U.S. and Panamanian officials as not having a favorable character.

In closing, I feel an apology to Capt. Mickey is in order by your magazine. You should commend him on his honesty, his integrity, and his respect for those who aided him through a most difficult and dangerous situation.

A Knowledgeable Source
U.S. Naval Air Station, Miramar, CA

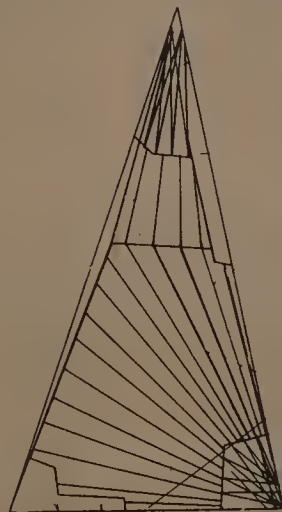
A.K.S. — We're never going to know for certain whether Mickey had a wild time in Panama or just has a wild imagination. But you have to understand, the only reason the latter ever occurred to us is that his verifiable information, that Mike Starbuck was being held against his will, is refuted by just about everyone — including Mike Starbuck.

Then there's the matter of who is willing to stand up and be counted. Everyone who agrees with Mickey refuses to identify themselves. Everybody who disagrees with Mickey is willing to sign

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LETTERS

their name. Like we say, there's no certainty, but we'll let you draw your own conclusions on who you think people are going to believe.

↓↑COURTEOUS, CHEAP AND COMPETENT

Enclosed is the annual subscription check along with my most sincere compliments. You have made me laugh, cry, mad as hell, and yes, even bored me — but with style.

I think that there have been enough items on the Panama Canal in the last couple of years to fill a small book. I realize that a good story gets better with do or die problem solving, but even when some stories are taken with a grain of salt, doing the Canal doesn't sound attractive.

Having said that, I'd like to mention that I recall seeing an article by a couple who had their cruising sailboat shipped by rail from Coatzacoalcas, Mexico to someplace like Union Hidalgo. They said it was cheap and the people courteous and competent.

I'd appreciate it if you'd solicit input on this enterprise from other readers. There was quite a spread in my local Sunday paper travel section on the extensive development plans for Salina Cruz / Union Hidalgo area.

War stories are exciting, but I'd like to read about some pleasant, imaginative alternatives to survival.

Denis Diekhoff
Minneapolis, Minn

Denis — The thing that made so many American yachties in Panama so furious was that one or two people were telling tales that made it seem like the Panama Canal was unsafe to transit. To our knowledge there was only one boat that experienced such a problem, and it was probably related to a whole host of other problems related to that same vessel. What you need to remember, Denis, is that hundreds of other yachts have passed through since then with no trouble. We think transiting the Canal would be a great — and safe — adventure. And from all reports, Panama, except for the eternal horror spots of Colon and Cristobal, are very lovely and safe. We'd transit that Canal in a second.

Nonetheless, there is a very small percentage of people who have shipped their boats across Mexico. We've run two articles by people who have done this. One couple almost lost their boat high in the mountains when the shaking from the rickety tracks almost caused the boat cradle to come apart. It got so bad they had to have the rail car the boat was riding on put off on a siding way out in the middle of nowhere. Although they made it across Mexico, it was a very trying and anxious experience. The other couple had it much easier.

But we've had no reports lately. Can anybody speak from recent firsthand experience?

↓↑EXAGGERATED STRANGLEHOLD

I feel I have to comment on your December *One Design Winners* article; your statement that I have a "stranglehold" on the Cal 2-27 class is really quite exaggerated. I appreciate the compliment, but I think you must have me confused with Leigh Brite, who was our Season Champion from 1982-85.

Although Con Carino did win the past two years, we hardly dominated. In both years my crew had to come from behind in the last race to pull it off . . . this year climaxed by a fierce tacking duel versus our good friends / arch rivals, Steve Wilson and his crew on *Wanika*. My crew swears we tacked at least 40 times to cover them in the final race (but I'm sure that's an exaggeration too). And it ended up with our two boats overlapped at the finish line! In fact, the entire 1988 12-race series ended with only .75 point spread between first and third place. (Bruce & Lina Nesbit's *Zephyr* sneaked into second overall by winning the last race while we were

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LETTERS

busy dueling *Wanika*. It was the closest racing in the Cal 2-27's eleven years as a one-design class on the Bay! Five or six of the 19 boats had a legitimate shot at the championship, with another four or five knocking at the door.

As the fifth largest class in ODCA (out of 33 classes), we have enjoyed close, competitive racing year after year, with five different champions in the first ten seasons. Yeah, I know this all sounds like a plug for the Cal 2-27 class - it's true, but what can I say? Great boat, a great bunch of competitors . . . and we all like to go cruising together too!

Gary Albright
Danville

Gary — If your letter is a "plug", we encourage all classes and racing organizations to "plug" away. Given the large number of fleets and the small size of our staff, we simply can't track down all the fine series — and sailors — that are deserving of mention. So don't be shy and wait for us to contact you; pick up the pen and drop us a line about the good competition and fine folks you race with. We'd like others to know about it/them.

⇓⇑WHY? WHY? WHY?

In reference to my contribution in the November issue regarding unattended boats in public anchorages, I think you are the one to be a candidate for the "Long Pig" BBQ, since you are the one who published my letter, altered in such a way as not to show its true intention.

You left out what I wanted to stress — namely that there are caretakers (in some cases more than one).

The boats are not candidates for being "burgled" by a long shot, as I doubt that the local burglars read *Latitude 38*, and gringo burglars don't use a two-month old inventory of possibly unattended boats.

Since you suggested the results of publishing the Escondido Summer Inventory could be detrimental to anyone, why did you publish it?

See you at the BBQ.

Hubert Schoenherr
S/V *Destiny*, La Paz, BCS

Hubert — If your intention truly was to stress that there were caretakers for the boats that summered in Escondido, we must confess it went right past us. In any event, your survey/letter surely was a convoluted way to make such a point.

Our reason for publishing the list? To help cruising friends keep tabs on what other cruising friends are up to. Given the tempest it's created, we certainly hope it served its purpose for a few people.

⇓⇑ENOUGH RISKS ALREADY

November 16, my husband was abducted and robbed by the police during an early morning walk in Mexico City. Although released unharmed, it was a scary and upsetting experience.

Considering all is not safe in Mexico, even Baja, we were even more dismayed and angered when we returned to La Paz and read your November issue. I refer specifically to the *Escondido Summer Inventory* by Hubert Schoenherr.

I cannot ignore your irresponsible journalism. As one of the two "powerboats without anyone in attendance", we object to our privacy being invaded and our property being jeopardized by your need for greed and desperation to fill your printed pages with potentially dangerous information. There are already enough risks leaving a boat here in Mexico (even for a short time and under a watchful eye) without publicizing it. Your indiscrete and unwise decision to publish this information is the same as putting a sign on a valuable piece of property that reads "help yourself". I doubt that

Hawaii Bound



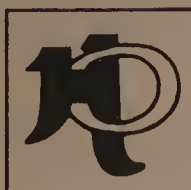
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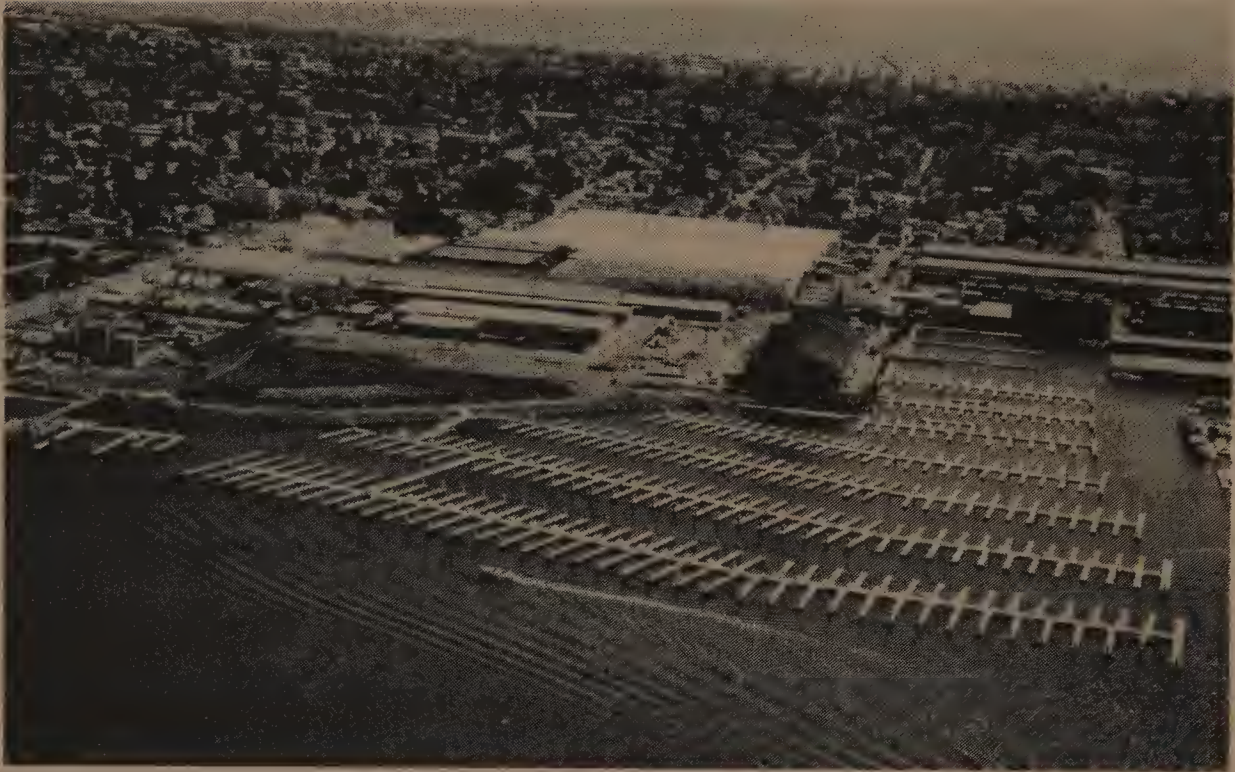
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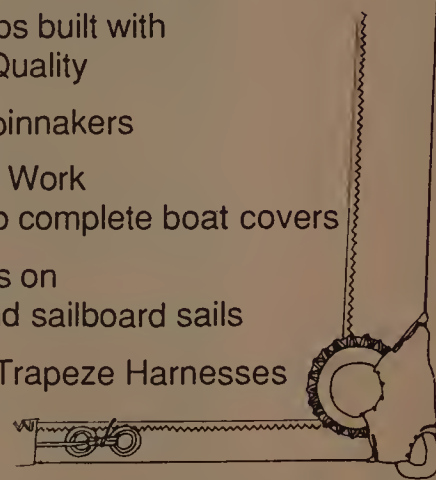
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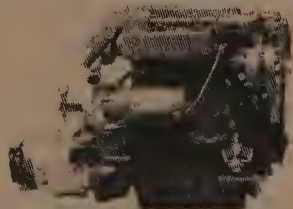
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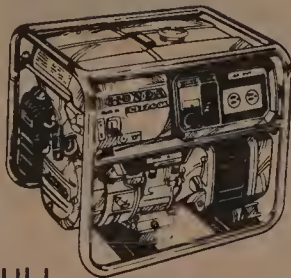
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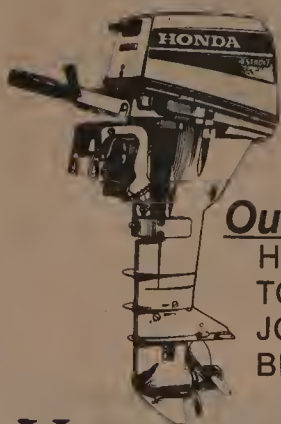
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LETTERS

your reputable advertisers will condone and support a publication that increases the risk of danger and loss to its readers.

Latitude 38 is currently being referred to as "that rag" by many of the *gringos* here in Baja. If you want to attempt to redeem your credibility, I suggest you have the brains to print this letter verbatim, apologize for your mistake and hope you can recover the respect of your long term readers who are currently enraged by your lack of integrity and wisdom.

The only redeeming quality of *Latitude 38* at this point is that even though you misuse information to fill your pages, the bulk it creates makes a dandy swatter for *cucarachas*!

P.S. I want it printed that *Sympatica* is no longer in Puerto Escondido. Even if we hadn't planned on moving her, your stupidity would have forced us to take her out of the limelight you recklessly created.

Linda Smith
Sympatica
Monterey

Linda — Comparing our printing the "inventory" to putting a "help yourself" sign on a piece of property is just plain silly. A better analogy would have been to suggest it was like the winter edition of an RV magazine noting that your motorhome, without you in obvious attendance, had been seen in Yellowstone National Park during the summer.

We hate to be the ones who have to shatter your illusions, but no thief needs an outdated list of boats that were supposedly unattended to case an anchorage. No matter if it's Coral Bay on St. John, Keehi Lagoon in Hawaii, the Bay of Islands in New Zealand, or Puerto Escondido, even the most casual observer can pick out the unattended boats in a split second. What a thief can't tell is how closely watched the unattended boats are or how carefully the presence of strangers is monitored.

All this being as it may, we sincerely do apologize to you and everyone else who feels that their privacy or security was comprised. We'd have never intended such a thing.

P.S. A word about editors. Most publish letters they're told to publish in spite of, rather than because of, such instructions.

As for your assertions that our motivations for publishing the list were "greed" and a "desperate need for material", you know we know they're preposterous fabrications. They make you come across as irrational and uninformed, rather than as a reasonable person with a legitimate complaint

⚓SAILING IS MY PASSION

I would like to take a second to say your rag is the best around. I have spent many pleasurable hours reading issues from cover to cover.

I have been sailing the last seven or eight years. The last two have been on my Cal 20, *Mystic* out of Coyote Point. The long and short of it is that I am going to graduate from high school in June. I have decided that I'd like to postpone college for a year and cruise. The only problem is that I've been unsuccessful in finding a boat that is leaving anywhere between June and November of this year that is willing to take an 18-year old as crew.

I was wondering if you knew of anyone, anywhere, looking for a young, athletic, mechanically minded, hard-working, intelligent, drug-free crew? If you know of any such person, could you mention me or have them give me a call?

Bill Kilbrige
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Bill - Ordinarily, a desire such as yours should be placed in a Classy Classified. We'll make an exception in your case; consider it a graduation present.

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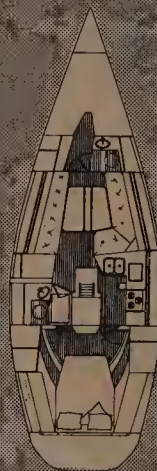
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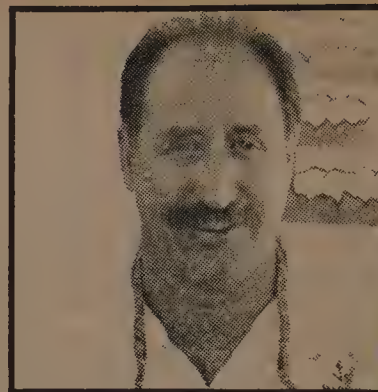


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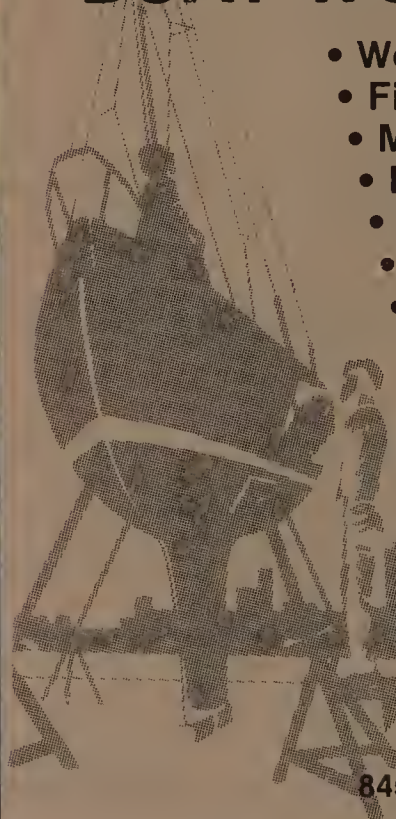
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LETTERS

WHAT ABOUT NORTHERN LIGHT?

While reading your magazine a while back, I ran across an ad for the Stone Boat Yard. The particular ad featured a beautiful 140-ft schooner, *Northern Light*, that was built in 1927. According to the old ad, she was to soon depart on an 11,000-mile, six-month journey from San Francisco to the southern limit of the polar ice pack and return.

The advertisement contained enough interesting passages from *The Cruise of the Northern Light, 1928*, that I sought out, found, and read a copy of the book.

The account of the journey, written by Mrs. John Borden, the captain's wife, detailed their numerous stops along the way. Some of the more interesting were those of hunting Alaskan Brown bear, Polar Bear and walrus. (Captain Borden was a trustee of the Field Museum of Natural History in Chicago).

After obtaining a copy of the book, I was lucky enough to find two original newspaper clippings inside. One was from March 12, 1929, indicating *Northern Light* was being outfitted for a world cruise under Captain William Paul of England. The second, dated November 18, 1951, reported that *Northern Light* had been renamed *Adventurous* and was being chartered on the Bay by its owners, the San Francisco Bay Pilots Association.

It seems my curiosity is never-ending. Do you, or any readers, have any information as to what has transpired with this magnificent schooner since 1951?

John R. Thoma
Fort Collins, Colorado

John — We seem to remember a picture of the schooner high on a reef in the South Pacific, but we're not certain. Surely some of our readers can help.

THE LIGHTS IN YOUR EYES

During a recent evening run from Pier 39 to the Oakland YC, my wife and I paid specific attention to the running lights on the passing vessels. We were amazed to observe that the only vessels that displayed the proper lights were two Red & White cruise boats and a Red Stack tug!

We also observed:

1. A sloop under sail displaying the proper combination of bow lights and stern light — but also a white bow light and an anchor light.
2. A sloop under power displaying a combination light and stern light but no white bow light. He also had his anchor light on.
3. A sloop under sail with a combination bow light but no stern light.
4. A sloop under sail with a separate port running light and a stern light but no starboard running light.
5. And finally, a fast outboard-powered runabout with no lights at all!

Boat operators should realize that their lights have meaning to other operators and contribute to everyone's safety.

Latitude 38, through its wide circulation, could perform a great service to its readers by running an illustrated article covering the proper display of lights on sail and power vessels — as well as lights displayed by tugs and tows.

I have found that proper labeling of my light switches helps prevent errors: sailing lights (combination of the bow light plus stern light) are labelled 'running lights', 20 point bow light is labelled 'steaming light' and the 32 point masthead light is labelled 'anchor light'.

Chuck Glynn
Licensed Tow Boat Operator
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LETTERS

⇅ THE LOVELY AMERICANS

I'm sure the *real* reason some people in Puerto Escondido got upset that you published Hubert's 'Inventory' was because so many of them had illegally abandoned their boats for part or all of the summer.

When I was in Mexico, you couldn't leave your boat unless it was put in the care of a bonded private marina. And I don't think that's changed. It's a good law because novice cruisers, such as infest Mexico in huge numbers, like to anchor in front of you with paltry ground tackle and then fly home for a few days, weeks or months. If a *chubasco* causes their boat to drag, they expect those who stayed behind to play 'good Samaritan' and handle the situation. If their boat drags and damages another, they plead poverty — or lack of insurance — and take their own sweet time doing it. That's assuming they'll even show their faces before you've had to move on.

Americans, of course, think they're above Mexican laws. Yachties who wouldn't dare raid a crab trap in the United States brag about all the illegal seafood they take in Mexico. That they're impudently stealing resources that have been set aside for Mexicans doesn't bother the Lovely Americans.

To accommodate yachties who want to leave their boats in places that don't have bonded marinas, Mexican officials bend the rules or look the other way in the face of violations. I wish they wouldn't. Unattended boats — even those that have been "watched" — have been a problem in Mexico before. I had a friend who lost his boat in the Cabo fiasco of 1982 because an unattended boat to windward of his dragged down in the middle of the night, taking three boats with it. Although my friend's was one of the few insured boats, it still cost him big money and completely disrupted the year he'd taken from his career to go cruising. We humans are slow to learn, and I'm sure it will take another Cabo before the problem of unattended boats is taken seriously again.

The other problem with unattended boats is that a certain percentage of them always end up as derelicts. When I last visited Escondido in the summer, there were so many vessels going to seed it was starting to look as bad as Glorietta Bay or the Shelter Island Roadstead. Baja is too special to be spoiled by foreign derelicts, human or otherwise.

Evan Stanton
Fort Meyers, Florida

⇅ NO WAY WITHOUT

Thanks for the renewal notice — no way would we do without *Latitude*. It's better than all the others put together. You guys have a great irreverence for formality. Keep up the good work.

Glenn & Jane Goldsmith
Content
Moss Landing

Glenn & Jane — Not to take anything away from the guys, but the girls here have a pretty powerful irreverence themselves!

Latitude 38 welcomes letters on matters of interest to sailors. All letters received are presumed to be for publication unless otherwise indicated. Letters don't have to be typed, but they must be legible — signature included. When possible, leave a phone number so we may contact you in case a clarification is required. Because of the number of letters received, it's not possible to publish them all. Interesting letters without immediate time value are sometimes held for several months in order that they might be published. We reserve the right to edit all letters for the enduring qualities of clarity and brevity.



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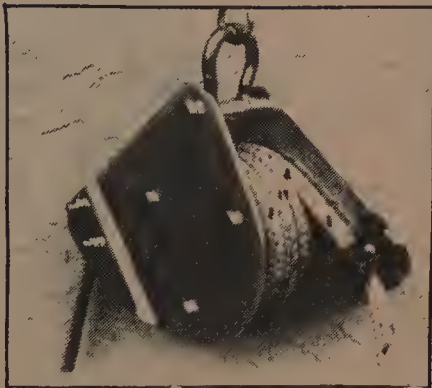
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As a professional yacht rigger and commissioner, I installed a Heinson on my own Morgan 38 which I sailed in the singlehanded ocean races. I would recommend it to anyone who enjoys relaxed sailing to install a Heinson and bring the fun back. Jack Scullon, Morgan 38, Alameda

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FWR-219-438H	7/32	7/16	60'	60'	\$96.00 ea
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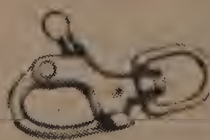
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LOOSE LIPS

These boots weren't made for walking.

One Peter Tomlinson, a New York inventor, recently won patent 4,787,871 for "fins" which enable a human being to walk on water. Actually, make that *run* on water — and it best be still water at that. The fins are wide enough to keep a person afloat for as long as it takes to take one running step. If you stop, you'd better know how to swim.

These "Jesus shoes" are bound to become a big hit, though as a means of transportation, they probably won't replace Avon dinghies in the near future. Imagine, however, strapping on your nautical Nikes and going for a leisurely early morning jog through the harbor, or a quick gallop around the starting area during a postponement.

We found him.

It took awhile, but we finally found Mike Reppy — or rather, he found us. You may recall that the Sausalito sailor realized a longtime dream by competing in last June's CSTAR (Carlsberg Singlehanded Trans Atlantic Race) from England to New England. The frosting on the cake: He won Class III. Just as intriguing was the fact that he financed the whole adventure himself, including building the boat.

But when we called his local number, we got one of those "no longer in service" recordings. Other avenues were equally fruitless, so we ran a blurb in *Loose Lips* asking him to call us. The call came last month.

It seems the price of a dream was even higher than he imagined. Mike is still in Newport, Rhode Island, where the race ended. He ran out of bucks, so he's got a job there for the winter. And he's selling *Damiana*, his 42-ft Shuttleworth trimaran.

Though the race is half a year gone, Mike still enjoyed talking about it. Especially the first few days, when the built-for-cruising *Damiana* clicked off 240, 250 and 280-mile days, under half-rolled up genoa and a double-reefed main!

"Those are the kind of days the boat likes," he said. Unfortunately, most of the rest of them were light-air days neither the boat nor its owner like very much. Mike had a lot of time to ponder the many collisions with whales reported by other competitors. (No fewer than five boats were lost due to collisions with the big mammals.) In fact, for his money, the most amazing story of the whole race belonged to Mike Burch on the *Fujicolor* trimaran. Doing 18 knots, *Fujicolor* nailed a whale. Mike managed to sail the heavily damaged boat — the main hull was awash — 1,000 miles back to France.

"I'm really surprised that the media missed that one," says Mike, whose worst damage was a couple broken blocks and a failed boom vang. "It was really an incredible feat."

Was it worth it? Would he do it again?

"It was definitely worth everything I had to go through to get there," says Mike, noting that the 9,000-mile west-to-east journey to get to England was much more trying than the actual race.

As for doing it again, Mike plans on being back out here next spring or summer to start construction on the 60-ft, full-pop racing trimaran with which he'll go for the 10 1/2-day CSTAR record, set this year by the French tri *Fleury Michon*. The next CSTAR is in mid-1992.

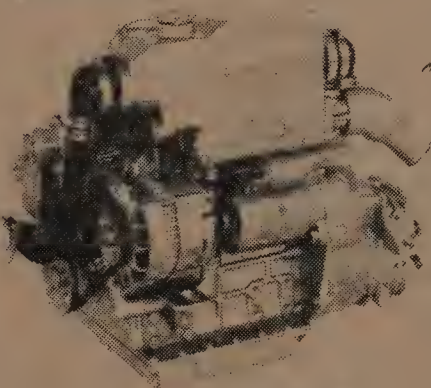
"Yeah," he said following that bit of news. "I guess you could say I definitely plan to do it again."

The sound of music.

We don't know what it means, but the "hold" muzak — that pleasant or (depending on your taste) dreadful organ stuff you hear when you're put on hold — is the same for the St. Francis YC and Coast Guard Group San Francisco. Mere coincidence? You be the judge: dee dee dee da da da dum, da da da dum ...

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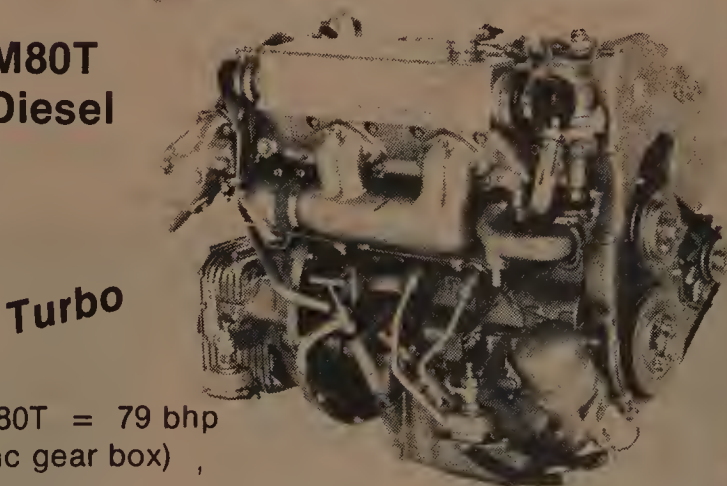


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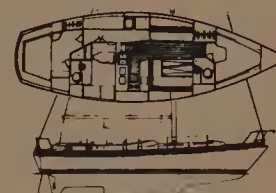
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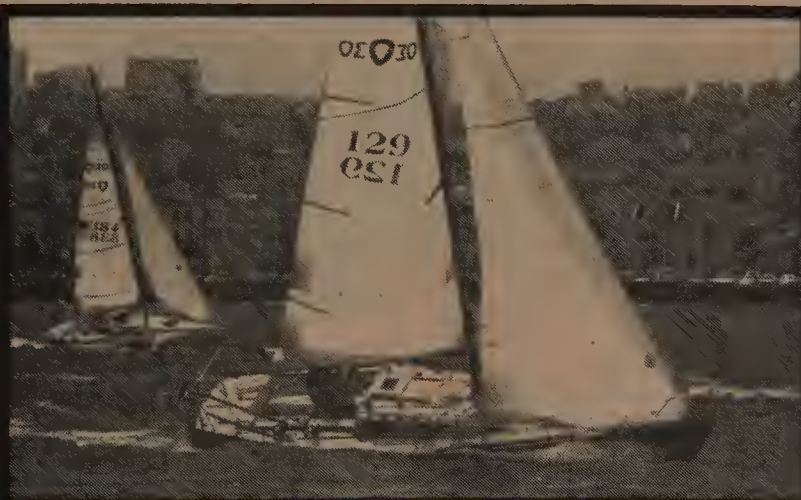
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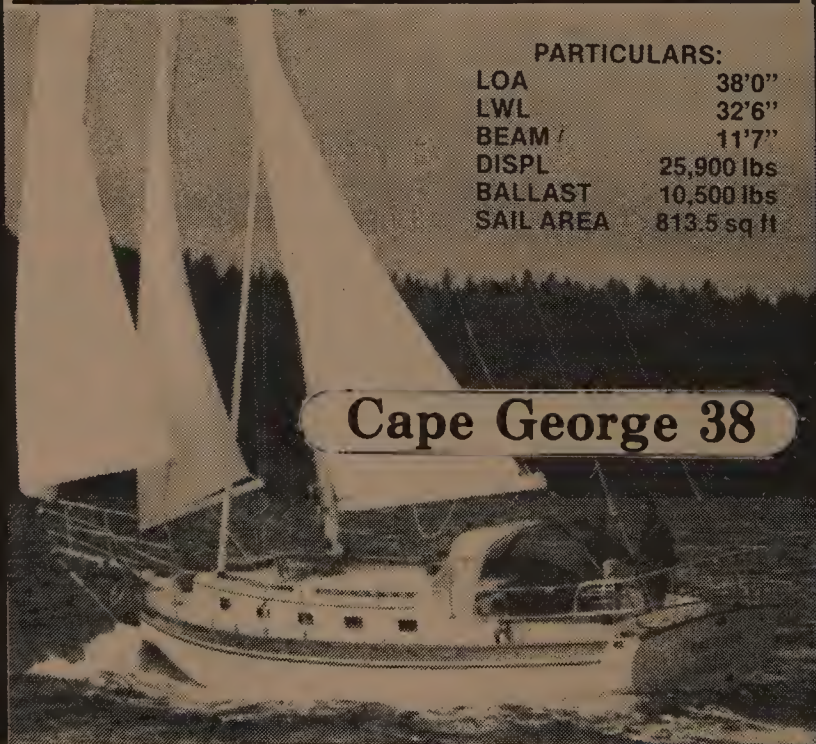


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LOOSE LIPS

Unclear on the concept.

A few years ago, when the famous racing yawl *Dorade* was tied up at the St. Francis docks, admirers heard a passer-by comment, "Look at that. Somebody named their boat after the vent!"

Still waiting for the punch line? Tsk, tsk. The *dorade* vent was in fact named for *Dorade*, on which it first appeared. The 52-ft *Dorade* herself was designed by Olin Stephens, then 23. Launched in 1931, she won many races all over the world during the next few decades. She was homeported for many years in San Francisco, and is now sails out of Washington state. Jeesh, do we have to explain *everything*?

Worthy cause.

If you're looking for new leaves to turn over for the new year, you might consider joining the National Maritime Museum Association. As a member, you get free admission to the fleet of historic ships on Hyde Street Pier, as well as to the submarine U.S.S. *Pampanito*, which is berthed over by Fisherman's Wharf. Members also get discounts on various gift items and workshops, as well as a subscription to the magazine's *Sea Letter* magazine. Since it goes to benefit the museum and its programs, it's a \$25 well spent any way you look at it. For more information, call 929-0202, or write the National Maritime Museum Association, Bldg. 275, Crissy Field, Presidio of San Francisco, CA 94129.

For the man who has *almost* everything ...

Seen in the *Wall Street Journal* classified section, December 8 edition: "Yacht Harbor for Sale. 90-slip, downtown Sausalito, CALIF., waterfront, fee simple yacht harbor in a European Riviera setting. \$3,950,000. Principles only please. Contact: B&F Investment Company, 25 Van Ness Ave., Suite 430, San Francisco, CA 94102. (415) 861-3690."

Helping out.

Chances are, anyone who's lived or sailed out of the Sausalito/Richardson Bay area for any time at all knows Greg Baker. Or at least knows of him. The tall, bearded Greg, a professional salvor by trade, has long been known as a man who will help out anybody, anytime.

The tables turned on Greg during the big windstorm of mid-December (see article elsewhere in this issue). His converted tugboat home *Kent* went down off Schoonmaker Point with everything he owned aboard.

At this writing, Greg's many friends and associates are rallying a massive effort to get Greg back on his feet. All the diving and equipment to ready *Kent* for raising has been donated, and a "Help Greg" spaghetti feed party took place at the end of December at the Sausalito Cruising Club. Among those donating time and effort to the cause were representatives of the police department, fire department and Coast Guard. Like we said, this guy has helped out everybody.

There has also been a relief fund started for Greg. If you want to donate, you may do so at any WestAmerica Bank. Just tell them it's for the Greg Baker Fund at the Sausalito branch. If you need more information, call Laurie Williams at that branch at 332-1080.

Spare no expense!

That seems to be the rallying cry of folks building all the enormous new yachts these days. For example, Sensation Yachts of New Zealand is building a 110-ft Ron Holland designed aluminum sailboat for launch in March of next year. Naturally, we're talking big, big money right off the bat. There's no scrimping on the always-expensive details either: among other things, the yacht's 15-ft jetboat will be powered by — can you believe this? — a Porsche 928S engine! What ever happened to an inflatable and a 6-hp Johnson?

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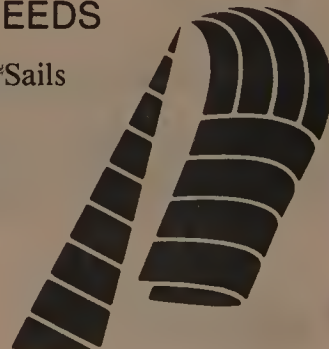
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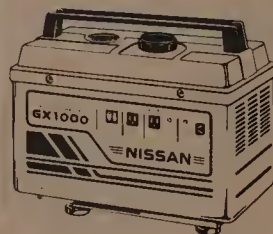
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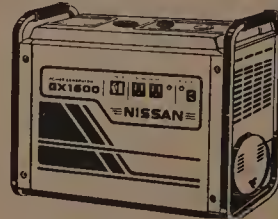
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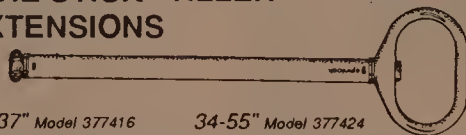
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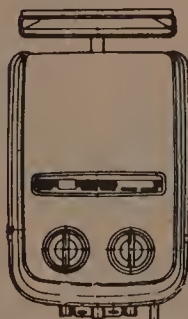
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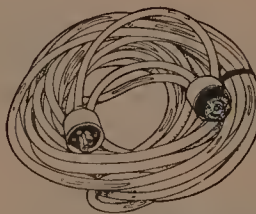
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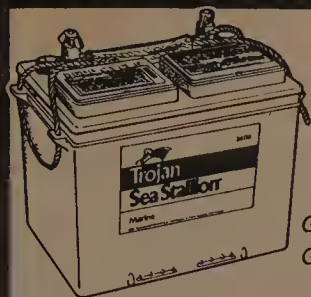
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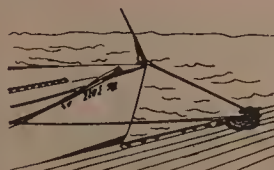


SALE **\$4⁹⁵**

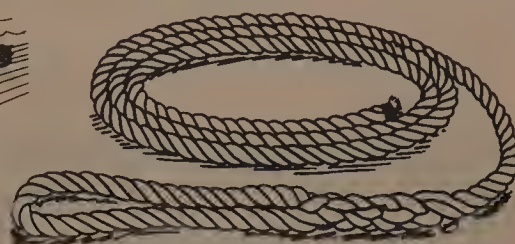


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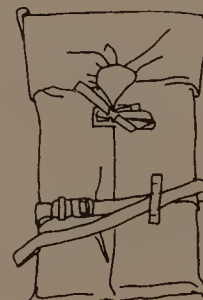
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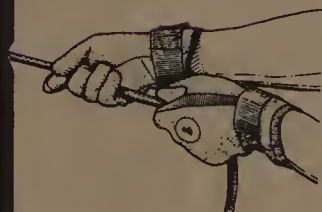
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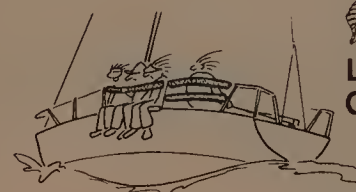


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SIGHTINGS

black day at morro bay

The first one to know was Rasputin the dog.

At least that's the way it seems from reports pieced together in the aftermath of the South T-Street Pier fire in Morro Bay on December 1.



Above, cast adrift, two burning boats head for the Rock. Right, the harbor scene at sunrise.

When it was over, two people were dead and 16 boats were destroyed or damaged.

The first humans to spot the fire all report being alerted or awakened by the barking of a dog. That was shortly before 6 a.m. Within 20 minutes, the scene would be one of panic, heroism, 30-foot sheets of flame and utter destruction. One witness said it reminded him of being back in Southeast Asia during the war.

The fire is thought to have been started by an overloaded electrical extension cord near the junction of the "T". Rasputin, who lived on board the docked-nearby *Miss Lorelei* with owner George Little, woke up three or four fishermen. Two credit him with saving their lives. Once they saw what was happening, they began waking up people on other boats, calling the fire department and getting cars off the pier. But when they went to make sure Little was up — and undo Rasputin's leash — the rapidly spreading flames blocked their path.

In fact, within a matter of minutes, the whole pier seemed to literally explode into flames. As fire officials later explained, when creosote reaches vaporization temperature, it is every bit as volatile as gasoline. Constructed in 1982, the wooden pier was built entirely of creosote-treated wood.

By 6:15, the first of an eventual 16 fire trucks and 50 firefighters arrive on the scene, but some boats are already goners. Now mobilized, a small group of fishermen are busy cutting boats loose. One guy simply guns his engine and roars away, snapping the docklines like kite string. The fishermen break the window on another fishing boat, start its engine and pull rafted boats, themselves on fire, away with them.

On *My Boat*, a 63-ft converted landing craft, 70-year-old Henry Pederson and 78-year-old Naomi Griffith only have time to jump into the water and make for shore. Another boat is miraculously spared when its docklines burn through and it drifts free of the dock in the light offshore breeze. Flames leap into the rigging of *Miss Lorelei*. The barking stops.

Naomi Griffith goes unconscious in the frigid water. Henry Pederson, feet tucked under her armpits, swims for the both of them. The two are finally plucked from the water in front of the Great American Fish Company restaurant.

cont'd on next sightings page

once burned —

At 5:30 on the afternoon of the fire, the Morro Bay firemen rushed once again to the South T-Pier, this time to find the dumpster behind the Great American Fish Company restaurant on fire. Put out quickly, the fire apparently started when discarded mesquite charcoal ignited some paper. Even stranger, reports Terry Weir, was another fire three days later:

On December 4, an alert person



twice stupid?

noticed a wire start to smolder and burn on the North T-Pier in Morro Bay. He unplugged it quickly, averting a repeat of the previous Thursday's disaster.

An investigation into the incident disclosed that the pier power was equipped with 20-amp breakers run to three-prong, twist-lock, grounded receptacles — standard fare for most docks. However, a boater had run his shore power cord, rated for 30

cont'd center of next sightings page

morro bay — cont'd

Fuel tanks and propane bottles start to go off, as do the rumors that there's dynamite, acetylene and/or "seal bombs" ("sound" grenades used to scare seals away from fish nets) aboard some of the boats. Just what the firefighters want to hear. They begin to concentrate on saveable boats; the Coast Guard, Harbor Patrol and fishermen are now pulling the unsaveable ones loose to let them burn themselves out. Heads-up boaters on the North T-street pier avoid a repeat performance by fending some of the burning hulks off as they drift toward the Rock on the morning ebb.

At sunrise, about 6:45, the pier is totally engulfed in flames. The thick, black, creosote-laden smoke reaches to the horizon. The boats that could

cont'd on next sightings page



JAY THOMPSON

SIGHTINGS

morro bay — cont'd

be saved are put out. The burning skeletons of the others stand out in dramatic relief against the inferno, or drift as red-orange blobs of fire "downstream" toward the Rock. Henry Pederson is rushed to the hospital complaining of chest pains. Naomi Griffith is rushed to the hospital in a coma.

By 8, the worst is over, though the remains of the pier will smolder for days. By noon, most of the burning boats have come ashore under the Rock. With fire companies still involved in the pier area, the boats are allowed to burn unattended. Most go down to the waterline as the tide comes in. When it goes out, some continue burning to nothing. Their hulks, too, will smolder for days.

George Little was found dead on his badly burned boat of smoke inhalation. Naomi Griffith never regained consciousness and died several days later. Henry Pederson was treated and released. Of the 22 boats that were tied to the pier that morning, nine were saved with no damage. Of the remainder, three were total losses; seven (including *Miss Lorelei* and one other sloop, the only sailboats involved) received major damage and may be written off as total losses; two suffered moderate but repairable damage; and four had minor fire damage. One fishermen doubts more than two of

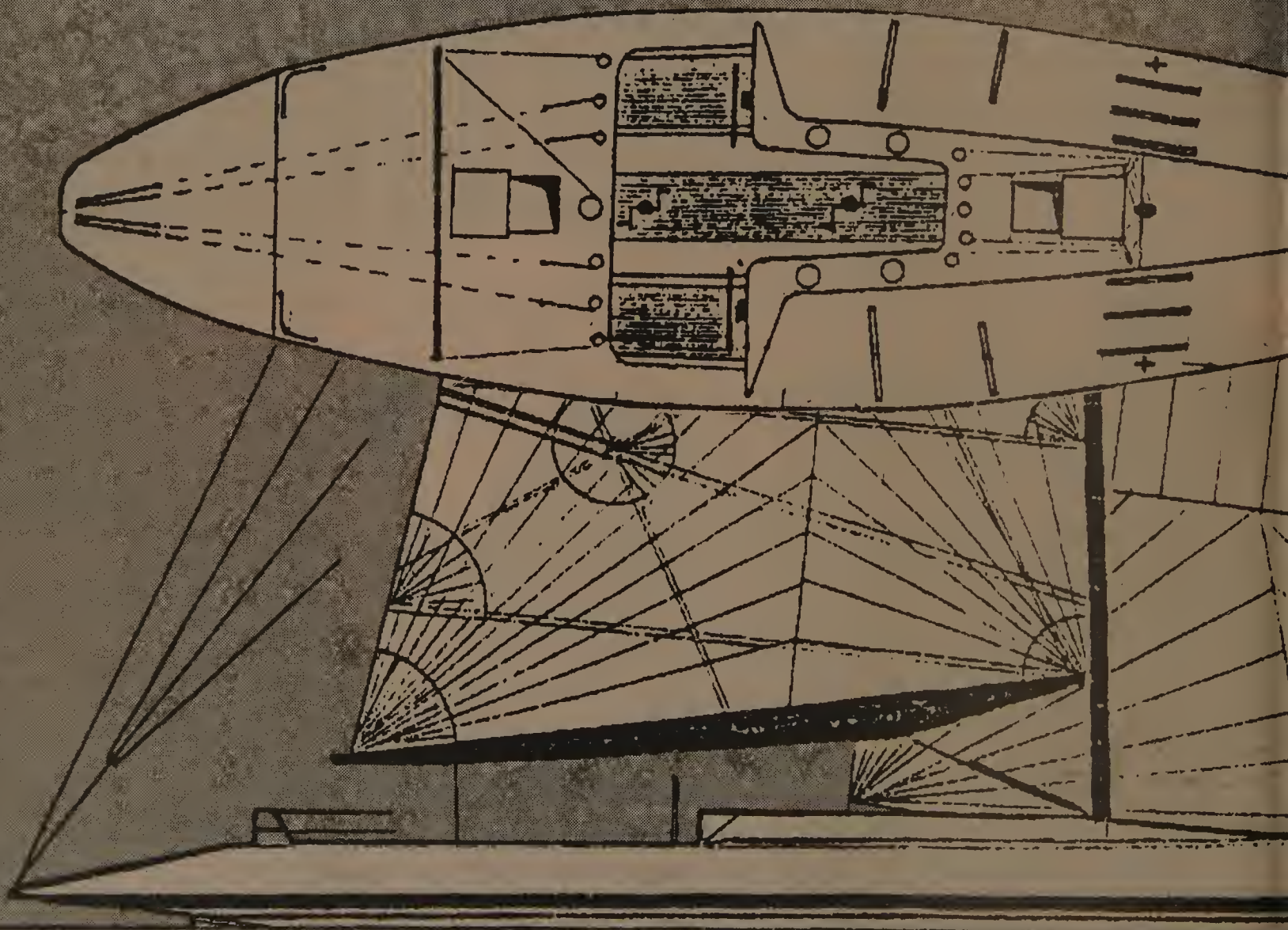
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twice stupid?

amps, up to the box, only to find the plugs were incompatible. The problem was easily solved with the insertion of a pigtail adaptor into the equation. Trouble was, the pigtail was rated to carry only 15 amps, which made it, rather than the breaker, the weak link in the chain. The result was

coast guard's

Construction on the new Coast Guard station in Horseshoe Cove began in November. Finally. The go-ahead followed several years of legal wranglings with the Army, the Golden Gate National Recreation Area (GGNRA), BCDC and just about every other legal, official and environmental group ever created.



— cont'd

predictable.

Fortunately, this incident occurred during the day, and was spotted and dealt with quickly before history had the opportunity for an instant replay.

— terrence weir

lucky horseshoe

When completed, the Coasties will move the boats and personnel from the Fort Point station to the more protected waters of Horseshoe Cove. The Fort Point station, as you may already know, is little more than a pier sticking out into an open roadstead. It's impossible to do boat

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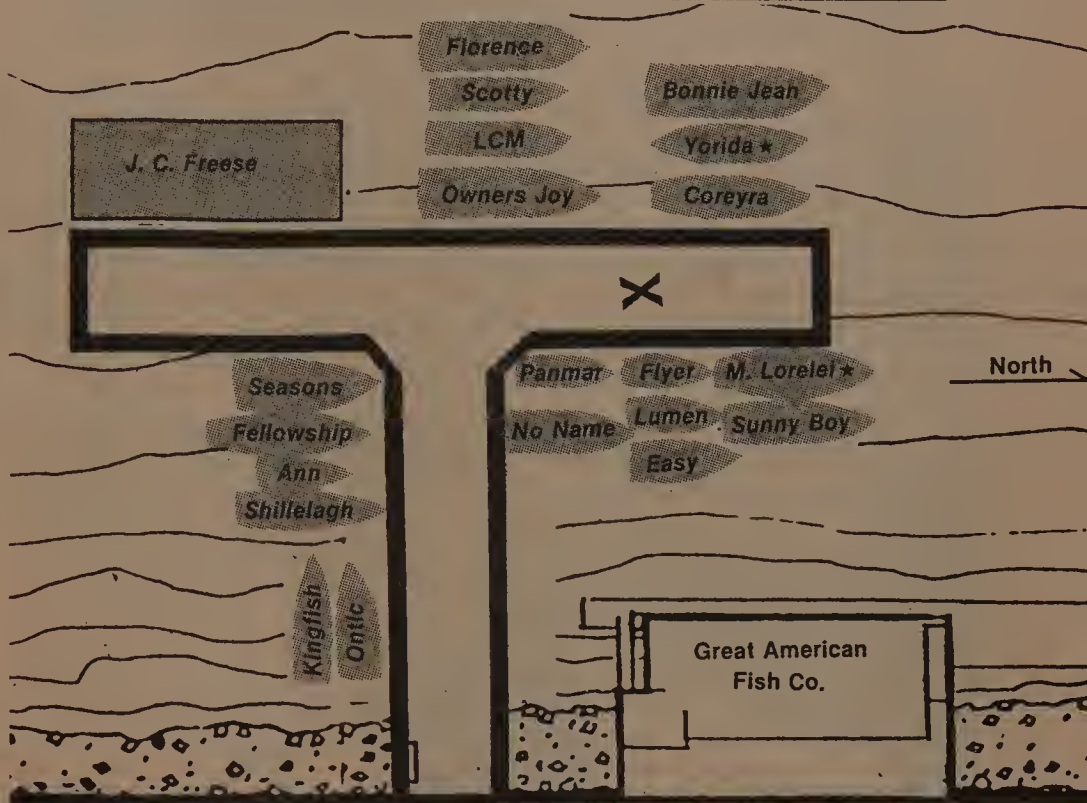
Back in the USSR: *Golden Fleece*.



morro bay — cont'd

the burned boats carried insurance.

At this writing, damage estimates for the pier, boats and several destroyed cars have yet to be assessed. As we went to press, crews were still in the process of cleaning up the mess. The Morro Bay city council did announce its intention to build a new South T-Pier, though, possibly of concrete. This despite the fact that \$89,000 is still owed on the remains of



Relative positions of the parked boats at the time the fire (X) started. Stars indicate sailboats.

the "old" one.

In retrospect, fire officials and others consider themselves fortunate where the weather and tide were concerned. Had this fire happened in summer — or, God forbid, during the severe winds of mid-December — the damage could have been much worse. A flood tide would have driven the drifting boats toward the more crowded Embarcadero, and the summer northwesterlies would have blown the flames toward land. As it was, the tide deposited the hulks out of harm's way and the offshore breeze kept the shops and restaurants safe along the picturesque waterfront.

Oh yes. Three days after the fire, wedged into the forepeak of one of the saved boats, they found Rasputin. From his neck dangled a nylon leash that had melted through. His ears and patches of his coat were singed, and he was ravenously hungry, but other than that, he was okay. The owner of a fish-buying operation located on North T-pier promised to give him a good home.

— latitude 38, with thanks to jay thompson,
terry weir and the central coast sun bulletin

red storm rising

We recently figured out where all the money that Gorby and his Russian comrades carved out of their defense budget is going: They're funneling it all into yachting. Until a few months ago, we never heard much about sailing in Russia, except for the boycotted Moscow Olympic Games in 1980 (the sailing was held in Tallin) and the 1986 Goodwill Games at the same site. We always figured it was too cold to sail there, or that sailing was perceived as some kind of decadent capitalistic vice. Sure, they've always been really supportive of their athletes and they've even developed a few excellent dinghy sailors: Russians have won the Finn and Soling European

cont'd on next sightings page

SIGHTINGS

red storm — cont'd

championships lately, and both their men and women 470 teams took bronze medals in Pusan at the recent Olympics.

But until recently, Russia has shown no interest in big boat sailing. Now, in the spirit of *glasnost*, they're making up for lost time. First, in an announcement that rocked the sailing world, four Russian yacht clubs (Leningrad, Tallin, Odessa and Poti) came forth with challenges for the 1991 America's Cup. Subsequent to that, they've expressed their intention

cont'd on next sightings page

horseshoe

maintenance there in any but the calmest weather, and several Coast Guardsmen have been injured simply trying to board the boats in heavy weather. Horseshoe should eliminate those problems. An added benefit may be time saved on Search and Rescue missions going out the Gate.

Construction is scheduled to be



— cont'd

completed in a year (next November). The move will take place shortly thereafter. As part of the tradeoff with the Army, who at present controls the lands around Horseshoe, the Coast Guard's historic station house at Fort Point will become part of the Army-controlled Presidio.



Out with the old and in with the new — pilings, that is — in Horseshoe Cove.

LATITUDE/JR

red storm — cont'd

of entering the Sydney-Hobart Race, the Japan Sea Race Series, and the Champagne Mumm Admiral's Cup. According to a recent Admiral's Cup press release, Russia is one of 20 countries currently trying to get together a three-boat team for their event: "Subject to approval from the Soviet Sports Minister, the Russians will most likely seek to charter or borrow boats to race in the UK."

Ready for more? The latest shocker is an apparently very real Russian Whitbread Round the World campaign. In a Moscow press conference attended by Dennis Conner, who they described as the best-known yachtsman in the world, the Russians recently revealed their *Golden Fleece* Whitbread project. Designed in Russia and scheduled for a spring launch in Poti, the aluminum *Fleece* will be an 82-foot ultra-light fractionally rigged lowrider. She'll displace 20.5 tons, have a relatively short rig and tiny keel, and the freeboard of a one-tonner. Apparently, a nation-wide talent search is on for a skipper and crew, and the Russkies are looking for — get this — overseas sponsors to underwrite the two million dollar campaign.

There are all kinds of rumors floating around about the Russian Whitbread project, such as the crew will eat food that was developed specially for the cosmonauts and that they'll wear exotic, lightweight variations on spacesuits. We don't know anyone in Poti — and our contacts in Moscow, Mikhail and Raisa, weren't returning our calls — so we're still a bit fuzzy on the details of the *Fleece* project, or the odds on them actually making the September starting line. We'll let you know more when we can confirm our sources.

And while we're on the subject of rumors, the one about Gorbachev's visit to Washington, D.C., being a way to write off the *real* motive for his trip — that he was really there to order a one-tonner from Bruce Farr's Annapolis office — turn out to be false. But we're reasonably sure everything else mentioned above is true, and we think this new enlightened era of "sailboat diplomacy" is a healthy development.

hail columbia

A spinoff of the brisk used boat market these days is the revitalization of old, established fleets. Take the Columbia 26, for example. Great little boat for racing and daysailing. It's even a passable pocket cruiser if you can get along without a wine cellar and walk-in closet.

To get acquainted, and to relive a little of the boat's 20 years on the Bay, the Columbia 26 Association is throwing a post-Christmas party on January 15 at the Oakland YC. All past and present owners and crews are invited.

According to fleet booster Denis Mahoney, the "Perfect Twenty Six" is entering its third generation. "I saw my own kids go from not knowing what was going on, to grinding winches, to driving, to the UC Santa Cruz sailing team... Now he's even done a TransPac!" Other members' offspring who've kept it all in the family are now starting to bring their kids — the third generation of Columbia 26 sailors — out. "We really are one big happy family," says Mahoney.

The party begins at 3 p.m. and will go until 6, with a no host bar. Admission is free.

How is your particular fleet doing these days? We'd be more than happy to announce other fleet reunions, get-togethers or simply news that you're still alive and well. Just get it to us by the 15th of the month.

1989 crew list advertising forms

Excuse us, but haven't we met before? No, really. We never forget faces. You've read here before, are we right? Wait! We know! It was (snap, snap) the Mexico Crew List — only a couple months ago. You were the one looking for the rich hunk with the big boat that would care for you in the lifestyle to which you've become accustomed, right?

Seriously, it was only a few months ago that we ran our Mexico Crew List. Now, as we write this, it's a heartbeat away from a new year. The rain

cont'd on next sightings page

SIGHTINGS

1989 crew list — cont'd

is pounding outside, the heater has overloaded the damn breaker again and (with two days left) we still haven't done all our Christmas shopping.

In another sense, it's nice to think that a new year and new season of

I AM / WE ARE LOOKING FOR CREW TO RACE ON MY / OUR BOAT

NAME: _____
AGE: _____ SEX: _____
PHONE NUMBER OR ADDRESS: _____
MY/OUR BOAT IS A: _____

I/WE PLAN TO RACE

- | | |
|----------------|-------------------------------|
| 1) _____ Bay | 4) _____ 1989 TransPac. |
| 2) _____ Ocean | 5) _____ Mexican Races |
| 3) _____ MORA | 6) _____ Catalina Race (July) |

I/WE WANT CREW

- 1) _____ That will consistently put out 100% for the chance to get experience, and won't complain when cold, bruised or scared silly.
- 2) _____ With at least a full season racing experience.
- 3) _____ With over 3 years experience.

I/WE RACE

- 1) _____ Beer cans casually for relaxation.
- 2) _____ Pretty seriously. Why else make the effort?
- 3) _____ Very seriously. I don't like to lose

sailing is on the way. Which is why we're back once more with the 1989 Crew List Advertising Forms. If you're planning on doing any daysailing, cruising or racing this year, and you haven't firmed up plans on who you're

I / WE WANT TO CREW ON A RACING BOAT

NAME(S): _____
AGE(S): _____ SEX: _____
PHONE OR ADDRESS: _____

I / WE WANT TO RACE

- | | |
|--------------------------|-------------------------------|
| 1) _____ Bay | 4) _____ Catalina Race (July) |
| 2) _____ Ocean | 5) _____ Mexico (November) |
| 3) _____ TransPac (July) | |

I / WE PREFER

- 1) _____ Boats under 30-ft
- 2) _____ Boats over 30-ft
- 3) _____ Dinghies

MY / OUR EXPERIENCE

- 1) _____ Little, less than one full season on the Bay.
- 2) _____ Moderate, 2 full seasons or more, some ocean.
- 3) _____ Mucho, years and years, bunch of ocean.

I / WE WILL

- 1) _____ Help with the bottom, do maintenance — anything!
- 2) _____ Play boat administrator go-fer.
- 3) _____ Go to the masthead to retrieve the halyard at sea
- 4) _____ Navigate, I've got lots of experience.
- 5) _____ Do foredeck. I've got lots of experience.
- 6) _____ Do grinding. I've got muscle.

going to do it with, read on. The possibilities, as you'll see, are limitless.

But before we get to the good stuff, we gotta feed you the "veggies" once again. Hey, they may not go down as easy, but they keep you healthy. So

cont'd on next sightings page

moscone '89

If you accept, as we do, that sailing is the second most fun activity in human experience, then you can appreciate it when we say that this year's Moscone Boat Show is worth giving up a day or two on the water to attend. As it's shaping up at



Stars & Stripes.

this writing, the seventh annual San Francisco International Boat and RV Show January 7 to 15 is, quite simply, one of the best to ever hit the Bay Area. An unprecedented number of seminars, ongoing demonstrations, and of course new boats and equipment make this year's event one that every type of sailor will enjoy.

Hands-down star of the show this year is *Stars & Stripes*, the sleek, high-tech 60-ft catamaran that successfully defended the America's Cup last September. This will be her first public outing since then. And speaking of history, there may not be a more significant boat built this century than the cat that ate the huge *New Zealand* for lunch, and helped run the antiquated 12-Meter out of the AmCup arena for good. In that sense, we're tempted to say she's worth the price of admission alone.

— rilly big shew

But then, we can say that about any number of other attractions. Like Burt Rutan, who will give three slide-augmented talks (11 a.m. and 5 p.m. on 1/7; and 11 a.m. on 11/8). Rutan, you may recall, designed and helped build *Stars & Stripes'* space-age hard sail. He's perhaps more widely known, though, for designing the *Voyager* aircraft that his brother Dick and Jeanna Yeager flew nonstop around the world.

Other seminars on the docket are narrated South Seas cruising documentaries by John Neal and Barbara Marrett (Sunday through Wednesday). This well-traveled couple will also narrate seminars on "Outfitting for Coastal/Offshore Cruising"; "Liferaft Selection and Care"; "Provisioning and Cooking Afloat"; as well as one we wouldn't miss for the world: Captain Irving Johnson's fabulous vintage footage of Cape Horn and *Wanderbird* sailing around San Francisco. Why the enthusiasm? Well, just as the Hiscocks and Tristan Joneses and Pardeys have gotten many of today's sailors out on the water, if it wasn't for Irving Johnson, we might never have began sailing. He was one of the greats.

New boats scheduled for hands-on display at presstime include the complete line of Olson (25, 911S and 34) and Ericson (28, 32, 34 and 38) yachts, the new Hobie line, and selected yachts from Pearson, Jenneau, Beneteau, Sabre, C&C and Catalina. As always, that list will probably grow by showtime.

Also as always, "booth country" will be abuzz with sailmakers, insurance reps, chandlery displays, the latest in electronics and just about everything else you can



Burt Rutan.

imagine that has to do with boats and boating. Of special note this year is that YRA (the Yacht Racing Association) will

cont'd center of next sightings page

1989 crew list — cont'd

take it like a man: The *Latitude* Crew List Advertising Supplement is for informational purposes only. *Latitude* does not make or imply any guarantee, warranty or recommendation in regard to the character of any

I / WE WANT TO CO-CHARTER

NAME(S): _____
 AGE(S): _____ SEX: _____
 PHONE OR ADDRESS: _____
 I/we want to co-charter for _____ weeks in the _____ (spring, summer, fall, winter) of 1989.

SAILING EXPERIENCE

1) _____ Little or none. I'll need a co-charterer to skipper and give direction.
 2) _____ Moderate. I sail regularly and have chartered before. Prefer co-charterer of at least equal proficiency.
 3) _____ Lots. I've sailed and/or chartered many types of boats and am a competent skipper. Would be willing to co-charter with less experienced party.

I / WE PREFER TO CO-CHARTER

1) _____ Bareboat (we sail).
 2) _____ Crewed (professional skipper and/or crew).
 3) _____ With other couples.
 4) _____ With other singles.
 5) _____ A 30 to 40-ft boat with one or two other people.
 6) _____ A medium (40 to 55-ft) with four to six other people.
 7) _____ A large boat 60 feet or more, the more co-charterers the merrier.
 8) _____ 'Big O'. *Latitude 38's* crewed Ocean 71 in the Caribbean. (You will be contacted by *Latitude 38*.)

I / WE WANT TO CHARTER

1) _____ San Francisco Bay. 5) _____ Pacific Northwest
 2) _____ Southern California. 6) _____ Caribbean.
 3) _____ Mexico. 7) _____ Mediterranean.
 4) _____ Hawaii.

of the individuals participating in the Crew List, or the condition of the boats. You must judge those things for yourself.

Now for the chocolate cake.

If you do choose to participate in the Crew List, bully! Welcome to what has become a *Latitude* tradition, and an avenue that many, many people

I / WE WANT TO BOAT SWAP

NAME(S): _____
 AGE(S): _____
 PHONE OR ADDRESS: _____

WHERE AND WHEN

My/our boat is a _____
 I/we would like to boat swap with the owner of a similar boat in _____
 I/we would like to cruise this area for about _____ weeks in _____ (month) of 1989.

have used to expand their sailing horizons. Let's get right to it.

To take part, simply find the form or forms that apply to you — one per person, please; xerox more if you need them — fill it (them) out and return them to us with payment. The Crew List costs \$5 for those wanting a crew spot, and \$1 for boat owners. (We figure the latter have spend enough

cont'd on next sightings page

SIGHTINGS

1989 crew list — cont'd

already; that's why we give them a break.) Our part of the deal is to run your name, phone and pertinent skills and offerings in our spring issues. When those come out, simply call people in the list that corresponds to

I / WE WANT TO CREW ON A CRUISING BOAT

NAME(S): _____
AGE(S): _____ SEX: _____
PHONE OR ADDRESS: _____

SAILING EXPERIENCE

1) _____ None, but I'll do anything within reason for the chance. I understand from time to time I'll probably get cold, become seasick, get mad at the owner, and wish like hell I was anywhere but on the boat. I'm still game.
2) _____ Some, at least 20 sails on the Bay, while being active and suffering the normal bruises, cuts and hollering.
3) _____ Moderate, several years active crewing on the Bay or at least one trip to Southern California.
4) _____ Lots, several long ocean passages.

I / WE WANT TO CRUISE

1) _____ Locally, around the Bay and up the Delta.
2) _____ Southern California this summer.
3) _____ Mexico this fall/winter.
4) _____ Hawaii and the South Pacific this summer.
5) _____ Seattle and Alaska this summer.
6) _____ Petaluma in a pick-up truck.

I / WE CAN OFFER

1) _____ At least a month of shared expenses.
2) _____ Mechanical skills: engine, electronics, refrigeration.
3) _____ Elbow grease for bottom work, varnishing & other upkeep.
4) _____ Cooking and cleaning skills.
5) _____ Ornamental skills. I look great in a bikini.
6) _____ Mental skills. I may not look like a playmate, but I don't think like one either.

what you want, and make arrangements to do some sailing!

Okay, you're involved in the publishing process now, so you have to pay attention to deadlines. Those involved in the Racing part of the Crew List (either "Want Crew" or "Want to Crew") must have their forms in *no later*

WANT TO JOIN OTHERS FOR CASUAL DAYSAILS.

I / WE ARE:

☐ SINGLE
☐ A COUPLE

NAME(S): _____
AGE(S): _____ SEX: _____
PHONE NUMBER OR ADDRESS: _____

than February 15. That's because racing starts in April, and we want to get your complete list out in the March issue. You laid-back cruising, daysailing, co-charterers and so on can procrastinate, but only until March 15. Your completed listing will appear in the April issue.

cont'd on next sightings page

boat show

have a booth for the first time. Entry forms will be available, as will the new master sailing schedules, IMS information and, if you join USYRU at the booth, a free copy of the new rules book. If none of that makes any sense, but you want to know more about racing, stop by anyway. They're nice folks.

For traditionalists, shipwrights from the San Francisco Maritime Historical Park's Hyde Street Pier will complete the framing and planking of a 16-ft yawl tender for the scow schooner *Alma* in the Moscone lobby. If you want to donate \$2 while you watch them work, it'll make you eligible to win the custom, hand-crafted one-man rowing

i had a dream

I had just finished loading the film in my camera and lain back on the bunk to read the latest issue of *Latitude*. Somewhere after *Changes in Latitude* I slipped off to Snoozeland, dreaming I was sailing into the heart of Moscow. (I know, sailing to Moscow, but you know how dreams are!)

Anyway, when I woke up, I was dressed in my foul weather gear and it was soaking wet. My copy of 38 was gone. But even stranger, all the film in my camera was used up. What the hell? I've had weirder dreams. No big deal . . .

When the film came back from the lab, I couldn't believe it. There were all these pictures of me in Moscow reading your magazine. See for yourself! Look at the picture!!!

Now I seem to be getting these strange phone calls, the ones where someone seems to be listening. Plus, there's this big burly man in a fur hat that seems to be following me around the docks. One time I confronted him: "Why are you following me?" I asked.

There was a long silence until he leaned down next to my ear and whispered, "38 . . . I want more of your 38's for my homeland."

The moral of the story? Hell, there's no easy answer. But if you wake up some night in your bunk dressed in wet foul weather gear, your copy of 38 missing, and you can't hear the water rushing under the hull . . . you better make sure you got a

sailmaker shuffle,

Winter — traditionally a slow time in the marine business — is upon us, which can only mean one thing: it's time for another installment of the Sailmaker Shuffle. It's been almost a year since we

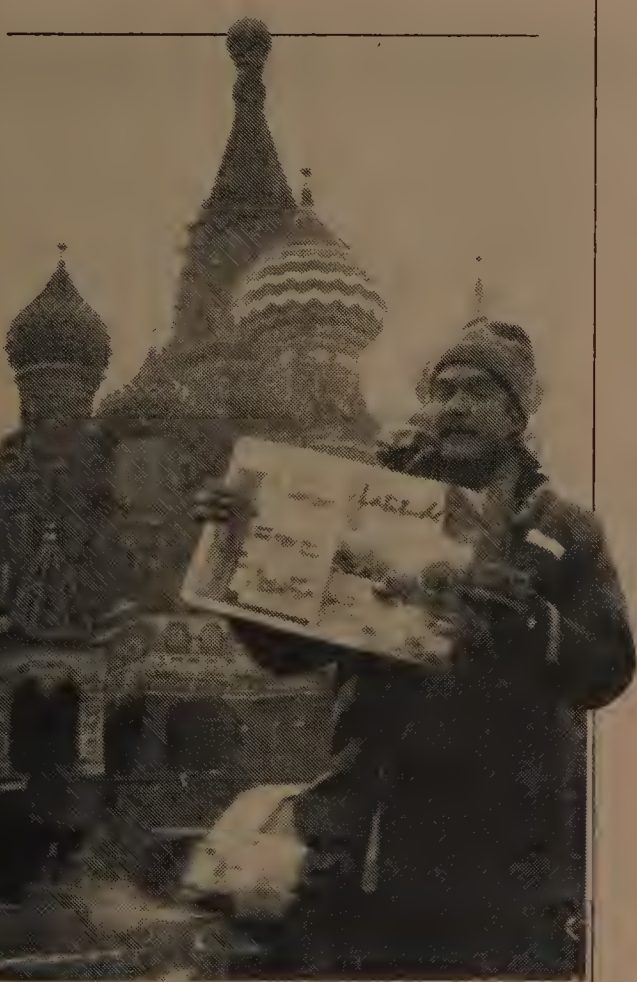
— cont'd

shell on display.

When you're done with the boats, if you have any energy and/or interest in landgoing yachts, there's plenty left to see. It's probably a flaw in our personality, but we just have to see what the Monaco Royale RV looks like inside. Does that thing really cost \$350,000?

Show hours this year are 10 to 10 Saturdays, 10 to 6 Sundays and noon to 10 during the week. Admission is \$5 for adults (\$1 discounts coupons are available at all Northern California boat and RV dealers). Kids under 12 are free when accompanied by an adult.

See you there!



The magazine worth its weight in rubles.

fresh roll in the camera, otherwise they'll say it was just a dream.

L. Dean Jones
Local Talent

revisited

last Shuffled, and much has happened in that time. One of the things that never did happen was the Ullman-Shore marriage, which was announced prematurely and

cont'd center of next sightings page

1989 crew list — cont'd

Some tips:

1) Like Mark Twain said, "When in doubt, be honest." If you don't know what you're talking about, we guarantee it will be blaringly apparent before the boat leaves the dock to someone who does.

2) Women should use first names only and, if you don't want to field a

I AM / WE ARE LOOKING FOR CRUISING CREW

NAME: _____

AGE: _____ SEX: _____

PHONE OR ADDRESS: _____

WHERE AND WHEN

MY/OUR BOAT IS A: _____

I/WE PLAN TO SAIL TO: _____

(Mexico, Hawaii, etc.)

ON ABOUT THIS DATE: _____

I AM/WE ARE LOOKING FOR CREW

1) _____ That is male.

2) _____ That is female

3) _____ Whose sex is unimportant

MY/OUR CREW SHOULD

1) _____ Be willing to share basic expenses such as food and fuel

2) _____ Be willing to bust butt preparing the boat

3) _____ Have more desire than experience.

4) _____ Have lots of ocean experience.

5) _____ Know celestial navigation, **really** know it.

6) _____ Have mechanical skills for the engine, refrigeration, etc.

7) _____ Be unattached and unopposed to the possibility of a friendship blossoming.

8) _____ Look good in a bikini.

9) _____ Understand and appreciate Nietzsche.

lot of calls (if you are a woman, you'll get plenty), list a post office box or answering service. And be aware that not all lines you'll have to handle come from the rope locker.

3) Commitments: You've made one to us by acknowledging that our commitment stops on these pages (if not, go back to paragraph four and start over). You've made a commitment to yourself to get the most from the 1989 sailing season by using the Crew List. Be sure you're also willing to make the commitment to whatever type of sailing you're signing up for.

**HAVE SAILBOAT,
WILLING TO TAKE OTHERS OUT
FOR CASUAL DAYSAILING.**

☐ SINGLE TO TAKE SINGLES OUT

☐ COUPLE TO TAKE COUPLES OUT

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE NUMBER OR ADDRESS: _____

Racing, especially, requires you to show up on time and in working order.

All Crew Listees are automatically invited to our Crew List Parties. Rumor has it that these may be bigger and better than ever this year. We'll let you know more when we firm up some times and places.

Until then, best of luck. Hope '89 is a good year for you.

SIGHTINGS

where the buoys are

The story you are about to read is true. We thought about changing the names to protect the innocent, but everybody on their dock knows about it already, so what the heck. Besides, in a larger sense, Tom and Sarah's story



SARAH WRIGHT

The crack (top) before, (above) during and (right) after repair. Look ma, no scars!

is everybody's story who has ever owned a boat. Whether we admit it to laughing friends or hide the embarrassment from everyone except those who have to know, we've all pulled some variation of the following. If you're acquainted with the sound of splintering fiberglass or wood followed immediately by the wish that you were never born, you'll know exactly what's coming up.

Sarah and Tom were good enough to let us chronicle their particular "aw-shit" for posterity. Those of you/us who have been through it — some more than once, perhaps? — will identify. Those of you who haven't, well, your day will come....

Sarah and Tom were entertaining friends on a Friday evening cruise last September. They were tacking Tom's Yankee 30, *Frolic*, back and forth across the main Bay enjoying the breeze and watching the lights of the City begin to twinkle on. Lulled into a sense of complacency by good sailing, good munchies and good friends, Tom, at the wheel, didn't notice the dark shadow approaching to leeward until it was too late.

Thud! CRACK! SSSScrrraape.

"Oh shit. We just hit Little Harding!"

Sure enough, the buoy appeared from behind the sails, resuming its eastern tilt in the 4.5-knot max flood that had driven *Frolic* against it. A survey of the damage revealed a good 3-foot crack midway up the starboard side that penetrated all the way through to the interior. So much for sailing that evening.

Now, cracks in sailboats are not cheap to repair. Luckily, Tom was current on his insurance payments, so he just kicked in the \$450 deductible and the repair was handled. But then he got to thinking the boat would look pretty strange with one side painted and the other old, dulled-out gelcoat. So what the heck. He threw in another \$1,000 for linear polyurethaning the whole topsides, a bottom job and a new name painted on the transom. The total yard bill was \$8,000. And including estimates,

cont'd on next sightings page

shuffle

then fizzled at the altar when a disgruntled East Coast Ullman Sails loft manager, Steve Benjamin, managed to get a court injunction to stop the merger. We're not sure if the merger will be consummated at a later date or called off entirely.

Speaking of Shore Sails, loft manager Bruce Powell has "defected" to Larsen Sails. He'll be opening a Bay Area sales office/service loft somewhere in the East Bay for the Santa Cruz-based sailmaker. Powell was previously with the local Sobstad loft, which former Marina del Rey resident Norman Davant took over last May. According to Norman, everything's hunky-dory at Sobstad: first, they finally won their patent fight with UK Sails over who has the rights to the "airframe/tape



— cont'd

drive" technology. Second, Sobstad just opened a huge loft in Atlanta, Georgia, to manufacture "Genesis" cloth, their high-tech new inhouse material, one which Norman says will be better and cheaper than existing fabrics.

On the subject of UK Sails, they'll be losing their presence in the Bay Area for a second time: Dave Westwood and Dave Wilhite — who picked up the franchise a year ago — will no longer be associated with that sailmaker as of January 1. Westwood will continue to make high-quality cruising sails and repairs at the same location, simply changing the name of his concern back to Westwood Sails. Wilhite, however, claims he is taking "early cont'd center of next sightings page

buoys — cont'd

insurance and dryout time, Tom was without a boat for two months.

As you can see, *Frolic* is sailing once again, looking better in that new coat of LPU than she has in years. And Tom? He's a little wiser, a little poorer and a little more watchful, as are the many of us who have been through similar experiences.

the moral of the story

With the above story to set it up, we're pleased to announce that the 1989 tidebooks are out and available almost everywhere. If you can't find free ones, they sure don't cost much to buy. Our advice is to pick up two or three and *keep one on the boat at all times*. To safely sail in San Francisco Bay, you have to know what the tides are up to.

A second "moral" — treat all buoys, especially the big, channel-marker size ones, like bad, bad Leroy Brown. You mess with them, you'll be sorry. They weigh in the neighborhood of 10 tons apiece and are about as forgiving as death and taxes. Three years ago, during a race, a 26-ft Thunderbird hit one and sank in about five minutes.

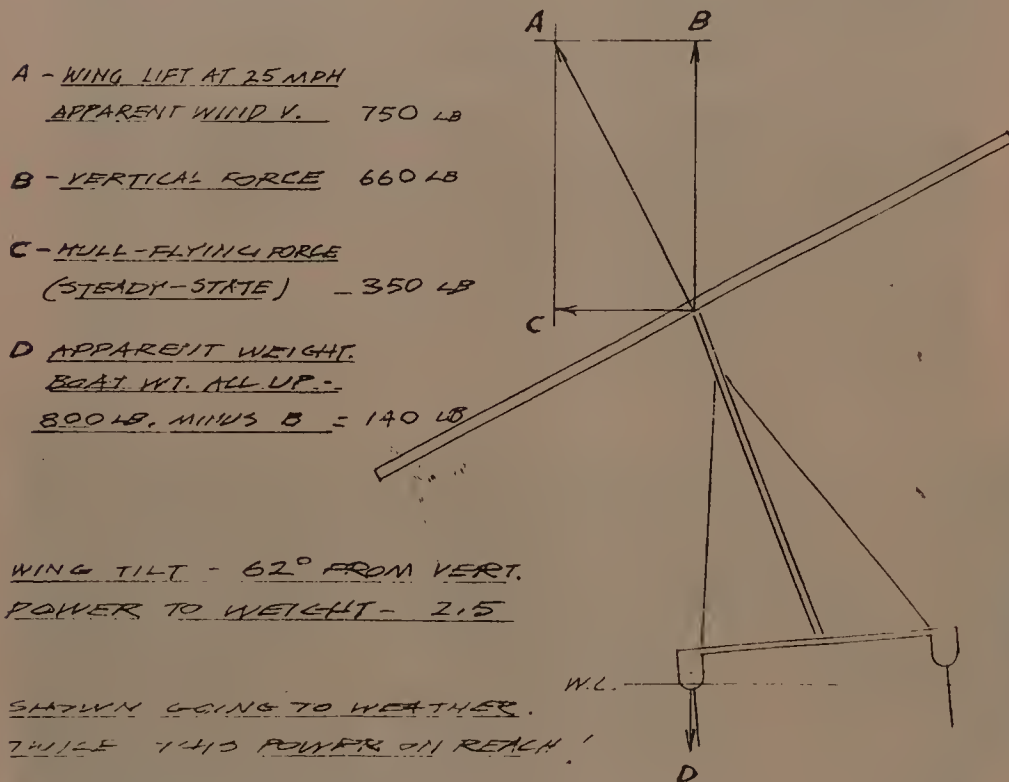


LATITUDE/JOHN R.

SIGHTINGS

lady luck and the cat that flies

One of these days, we'd like to go to Vegas with Jim Hansen. To hear him tell it, he's had a thing going with lady luck for most of his 68 years. Looking at the awards and accomplishments he's had in the world of art and sailing, it's hard not to agree.



Above, consider the possibilities. Right, Jim Hansen.

The more you know Jim, however, the more you realize that his creativity, great natural talent and a passion to merge the two also have a lot to do with his successes. Sculpture is one of those passions. Another is fast catamarans.

Jim, a Bay Area native who currently calls Atherton home, is eminently qualified in both fields. At 19, he won a sculpture contest that put his photo in *Life* magazine; a statue of young Abe Lincoln in the Federal Building in Los Angeles; and \$7,200 in the young artist's pocket. "Back then," he chuckles, "You could live for a whole year on that much money. So I did."

When the war broke out, Jim joined the Army and "lucked" into designing topographical three-dimensional maps. "They were these foam things we'd make up from reconnaissance photos and land contour maps. Guys on the landing craft would use them, for example, to make sure they were landing in the right place." From his unique perspective, Jim got to "see" most of the great battles of the war, including Normandy, Iwo Jima and Guadalcanal.

After the war, he worked for a while designing movie sets, then settled for 16 years in the niche of studio illustrator. That was another lucky break, he claims, for it was the heyday of great magazines like *Life* and *Look*. "Before television, that was the major visual media," he says. Jim was also instrumental in the creation of a familiar character we still see today.

"One day this art director asked if I'd ever worked for Disney. When I said 'no,' he said 'good.' Because the Forestry department wanted a 'teenage bear' for their fire prevention program, but they didn't want a cute bear." A short while later, Smokey the Bear was first seen in magazines across America. Jim doesn't claim to be the sole creator by a long shot, though he will admit to standing Smokey up and giving him the ranger hat.

Jim won't claim origination of the winged sailboat, either, citing similar designs back to the late 1800s. But it is certainly another field where he has become eminently qualified.

He was one of the first American sailors to experiment with solid wing sails on catamarans. Like many of the faster-is-funner crowd, he'd been
cont'd on next sightings page

shuffle

retirement" from the business. There are rumors floating around that another sailmaker will be picking up the UK franchise soon, and we also keep hearing rumors that Dee Smith — manager of the previous ill-fated incarnation of UK Sails in Oakland — has left Italy and may be resurfacing in California.



— cont'd

The news from North, according to Steve Taft, is that the top brass of that company is in the process of buying North back from the Volrath Company, which purchased the gigantic sailmaking company from Lowell himself back in 1984. Look for president Tom Whidden, a former head
cont'd center of next sightings page

luck and the cat — cont'd

sailing for years (His first sail, at 10 years of age, was on a Bird boat with Myron Spaulding, who was more or less raised by one of Jim's aunts in San Francisco), but once he tried catamarans, "slow sailing" just didn't cut it anymore. He eventually migrated to the developmental C-class cats, home of one of the fastest "class" sailboats in existence. Here, unconventional thinking is not only tolerated, it's encouraged.

To qualify as a C-class, a boat is limited to 25 feet length, 14 feet in
cont'd on next sightings page



LATTUDF JOHN R

SIGHTINGS

luck — cont'd

beam and 300 square feet of sail. That's it. Everything else is left to the imagination, and over the years, the class has seen some pretty imaginative boats and rigs. For example, the supposedly new and radical hard sail of the last America's Cup is old hat in the C-class. They haven't seriously used soft sails since a West Coast cat won the Little America's Cup back in 1976. In fact, says Jim, Dennis Conner's *Stars & Stripes* cat was little more than a blown-up version of Dave Hubbard's *Patient Lady*, the last (East Coast) American cat to hold the Little AmCup. "Everything on (Con-



COURTESY LEE GRISWOLD

Wingmill during sea trails off Southern California.

ner's) boat was developed in C-class," says Jim.

If you're scratching your head about now going, "Little America's Cup? What's that? Never heard of it," don't feel lonely. C-class hasn't exactly been the thinktank of design and development of, say, IOR. Most of the C-classers are older guys of the engineer/mathematician persuasion who race among themselves in small groups around the country and world. And every two years, they hold a world championship match race, known officially as International Catamaran Challenge Trophy or, simply, the Little America's Cup.

This now biennial competition (it started out in 1968 as an annual event) will hold its 20th challenge this month in the homewaters of the defender, Victoria, Australia. For the first time, the competition will be between a wing-masted (hard sail) boat and a true winged boat. And, with Jim Hansen's modern revision of an old idea, and a little luck, by February the little America's Cup could be back on the West Coast for the first time in 13 years.

Jim is quick to point out that he is only one cog in the machinery of this challenge. He gives the lion's share of the credit to Lee Griswold, owner of the boat and checkwriter of the challenge, and to Chuck Manning, president of International C Class Catamaran Association (ICCCA). There are a host of others, including aerodynamicists, engineers and just talented sailors, mostly from southern California, who also contributed to the effort.

Why a wing? Well, without getting too technical, an asymmetrical shape can generate more lift than a symmetrical one. That's why airplane wings are asymmetrical. However, since a sailboat has to use the wind from both sides, the only way to get an asymmetrical shape from one tack to another has been with soft sails.

Until Jim tackled the problem.

He reasoned that by having a fixed wing (leading edge "slots" and trailing edge "flaps" are adjustable) pivot centrally around a stub mast, not

cont'd on next sightings page

shuffle

honcho at Sobstad, to own the company with three other North executives in the near future. The LBO (leveraged buyout) will be "invisible" to the customer, says

oily times

Oil drilling is back in the news. Specifically, the DOI has offered up Lease Sale #119, which covers about 1.5 million seabottom acres off our Central California coast. (DOI considers "central" California everything from the Monterey/San Luis Obispo border to the Sonoma/Mendocino border.) In a worst case scenario, that could mean oil platforms as close as three miles from shore in as little as three years. The first step in the process, the so-called "Call for Information," ran from November through December. However, there's a good chance it may be extended through January, although that decision had not

dashing through

*'Twas the month before Christmas,
and all through the town,
the fog was a rollin',
and kids wore a frown*

*For what if, on Christmas,
the fog was so thick,
that no one could find them,
not even St. Nick?....*

The rhyme is ours, but the Christmas tale from which it derives is fast becoming a tradition up Petaluma way. As the story goes, the concerned kids of the city write Santa, who departs from his tradition by arriving early, during the day — and by boat!

The idea was the invention of the Petaluma Main Street Association (formerly the Downtown Merchants Association). And while the original motivation was business-oriented — the first Saturday after Thanksgiving is the kickoff for the Christmas shopping season — the event has grown to such proportions in its five years that in terms of public participation, it ranks right up there with the city's other claims to fame: the Ugly Dog Contest and the World Armwrestling Championships.

As he has every year since 1983, Santa arrives aboard the 37-ft *Tule Princess*, an authentic recreation of a little sidewheeler steamboat. George Melanson was once again at the wheel as the *Princess* pulled into the Petaluma YC docks.

An estimated 2,000 moms, dads and

— cont'd

Steve, although it's a positive move for North Sails. In other North news, Matt Ciesicki, formerly of J-Boats, has joined their One Design group in San Diego.

ahead

been made by presstime. On the chance that it does get the extension, we urge you to put in your two cents worth on this important issue. If you're against it, as most who appreciate our pristine coastline are, send your negative nomination ("I hearby offer a negative nomination all tracts in the Lease Sale #119 planning area") and your reasons to: Comments on Lease Sale 119, Regional Supervisor, O.L.E., MMS, Pacific OCS Region, 1340 West 6th Street, Los Angeles, CA 90017.

We'll let you know more as the process progresses.

the fog

kids were on hand to greet the little steamer as she chuff-chuffed 'round the bend. George always sounds a Morse code "P" on the steam whistle as he hoves into view. "It doesn't really stand for anything,"



PAUL LAUR

George Melanson and Mr. C do Petaluma.

he says, "but the dot-dash-dash-dot makes the best show of the steam."

Once docked, Santa disembarks and, with the help of volunteer elves, mingles with the crowd handing out candy canes and breaking in his ho-ho-ho's.

"It's always a thrill to see all those smiling faces on the children," says the 75-year-old Melanson, a former bar pilot. "I think I enjoy being a part of it as much as they do."

luck and the cat — cont'd

only could you use an asymmetrical hard wing to impart forward lift, but upward, as well.

Or as Jim puts it, "Where a normal rig reaches its plateau and has to spill power, with a pivoting wing, you can devote the spilled power to making the boat lighter" (see drawing).

Sailing trials, which have been going on since summer, became more encouraging with each week as the boat went faster and the crew — San Pedro sailmakers Steve and Brian Dair — learned more about how to sail it. What with money and time constraints, the boat upon which the wild new rig is stepped is Griswold's veteran *Taku*, an older, heavier C (by 60 lbs per hull) than the Aussies will sail. The 32-ft wing, too, is heavier than the 40-ft Australian spar. But Griswold feels the newly named *Wingmill*'s power will more than make up for the difference. The name, incidentally, is a takeoff on the Quixotic overtones the challenge has taken on.

At this writing, the boat is on its way down under, traveling free, courtesy of Australia-New Zealand Lines. (Other sponsors include American President Lines, which donated a container for three months, and Eagle Marine, which provided free stateside trucking. The rest of the trip comes out of Griswold's pocket.) The best of seven races start January 20. We'll let you know how Hansen's "luck" holds out in the next issue.

because it's there

Nobody could believe it. The reel of knotted line used to measure speed unwound completely before the sandglass had played out. Impossible. It meant that 229-ft *Flying Cloud* was doing in excess of 18 knots. Noon to noon calculations bore it out: 374 miles, for an average of 15 1/2 knots. No ship had ever gone as fast.

But nothing about *'Cloud*'s maiden voyage in 1851 was ordinary. The New York to San Francisco run was rife with crew unrest — two men even tried to scuttle the ship by drilling holes through her bottom — and ferocious weather that carried away rigging and, a week out of San Francisco, the fore-topgallant mast. But when the navigatress, Captain Josiah Perkins Creesy's wife, calculated that they might beat the coveted 96-day record set by *Sea Witch* the previous year, the crew rallied. In near-gale conditions, they reset the foremast and *Flying Cloud* charged on. Eighty-nine days and 21 hours out of New York, "Perk" Creesy docked the ship in San Francisco. He'd beaten the old record by a week. And with the cargo of staples going in California for three to four times what it did in New York (the gold rush was still on, you recall), the ship paid itself off in its first voyage.

Not bad, you say. Three years later, the now famous *Flying Cloud* proved it was no fluke: she beat her own record by 12 hours. The time of 89 days, 9 hours set in 1854 stands to this day. Only one other clipper, the *Andrew Jackson* — make that one other sailing vessel of any kind — ever broke the 90-day mark for the 15,000-mile passage.

That may change as soon as next month, however. In what has become a Mt. Everest of sorts for sailing record seekers, no fewer than five separate challengers have left, or will soon leave, New York for the long, arduous trip around the Horn to San Francisco. In chronological order by departure date, they are:

Thursday's Child, sailed by Warren Luhrs and two crew, left the Big Apple on November 23. Luhrs, who had to drop out of the last BOC Singlehanded Round the World Race because of gear problems with the boat, was well ahead of *Flying Cloud*'s pace at this writing. He'll have to get here before Washington's birthday (February 22) to beat the record.

If he does it, it may be the shortest held sailing record in history — may be. For hot on his heels will be Guy Bernardin, the French-American sailor who lost his first boat in a singlehanded attempt at this record only last March. He departed New York on December 15 aboard **BNP/Bank of the West**, also a 60-ft monohull. If he does it, Guy's will be a double record — once again, he's singlehanded.

Finisterre Bretagne, the first of the multihull challengers, is scheduled

cont'd on next sightings page

because it's there — cont'd

to depart in "early January." Here's another double record in the making. This 50-ft trimaran will be sailed by Anne Liardet, with her fiance as crew.

Next to go will likely be Phillipe Monet, another singlehander, aboard the 60-ft trimaran **Elle et Vire**. The boat was still westbound from France on the deck of a freighter at this writing, but assuming no wrenches in the gears, Monet, who holds the 129-day record for fastest singlehanded circumnavigation, will depart for San Francisco between January 10 and 15.

Last but certainly not least is American George Kolesnikov sailing the
cont'd on next sightings page

unjappy

The 70-ft sailboat *Jappy Hermes* was seized with 10 tons of Marijuana aboard in Shelter Cove in mid December. Coast Guard reports indicate that when a nearby cutter received an anonymous tip and pulled in to investigate, three to four people left *Hermes* in a big hurry. In fact, they just left the Avon on the beach and haven't been seen or heard from since.



hermes

Seems the reason the authorities, who had been keeping an eye out for the vessel for previous smuggling, had such a hard time finding her was because of a "fake" name (*Eros*) painted over the real one, and a host of different nationality flags. At the time of the boarding, the Georgetown (Cayman Islands) registered vessel was flying the Canadian flag.

because it's there — cont'd

60-ft trimaran **Great American**. West Coasters may know Kolesnikov as the tireless promoter of such events as the Speed Sailing Regatta. But he's also a good sailor with a good boat. *Great American* is the ex-*Travacrest Seaway*. He may have one other thing going for him, too, that is if ghosts have a sense of humor. He's leaving on January 22, the same day *Flying Cloud* left on her record making 1854 run.

We wish all of them all the luck. They'll need it more than most. The East to West "wrong way" rounding of the Horn has been known as the most difficult passage on the globe since, well, since the days of the clipper men. Never mind that the "normal" weather at the horn makes anything short of a hurricane look like summer breezes, but East to West is against the prevailing wind and current. Since 1981, three experienced sailors (including Bernadin) have tried for this record five times. All three lived to tell about it, but none of them made it, and all lost their boats (Chay Blythe lost *three* boats).

Stay tuned.

short sightings

FANGATAUFA ATOLL — France detonated its eighth nuclear device of the year at Fangatauafa atoll in early December. The blast, with an estimated yield of 100 kilotons, was France's largest since 1979. France had always used the Mururoa atoll test since 1975, but Jacques Cousteau's son recently warned that additional blasts could fracture the atoll and result in radiation leaks into the ocean. As always, New Zealand and Australia were furious about the unannounced blast in their backyard. Also discouraged was University of New Brunswick geology professor Gary Whiteford, who calculates that 19 of the world's last 28 major earthquakes followed underground nuclear tests.

NOVA SCOTIA — A Greek-owned ship sank in 30 knot winds and 22-ft seas that were the remains of tropical storm Keith. A Canadian Coast Guard helicopter rescued the crew some 400 miles south of Nova Scotia, but the cargo, 12,000 tons of sisal twine, was lost. The twine, made in Brazil and on its way to farmers in the Midwest, was enough to tie 79 billion small bales of hay or circle the globe 30 times. You don't want to snag your anchor in that stuff.

NEW YORK, NEW YORK — Moving right up there with Rodney Dangerfield. According to *Spy* magazine, when *Trump Princess*, the monster poweryacht owned by King of America, Donald Trump, passes beneath New York's Williamsburg and Manhattan bridges, ironworkers pay their respects by peeing onto it. Héy, what's a little good-natured kidding between the social classes in New York?

SPEED CANAL, FRANCE — Sailboard professional Erik Beale broke the 40-knot speed barrier for sail-powered craft when he recorded 40.30 knots (46 mph) with a 7-foot 11 board on the Saintes Maries de la Mer Speed Canal. Presumably this was done to answer the December question in *Letters* from George Schneider: "What is the record for wind-powered vessels?"

STOCKHOLM, SWEDEN — It's hard to believe, but Scandinavia's number one tourist attraction is a monument to a tragic nautical blunder. Three hundred and sixty years ago the Swedish man-of-war *Wasa* sank on her maiden voyage, claiming the lives of almost the entire crew and some of their families. The cause of the sinking was elementary. The lowest of three rows of gun ports had been left open, so when the ship heeled in strong winds the water poured in. Despite having sat on the ocean bottom for 333 years, the *Wasa* was recovered in 1961 and painstaking restoration begun. Since 11 million people have stopped by the temporary museum in the last 27 years, it was decided that the *Wasa* is worthy of a permanent home. Work is now underway.

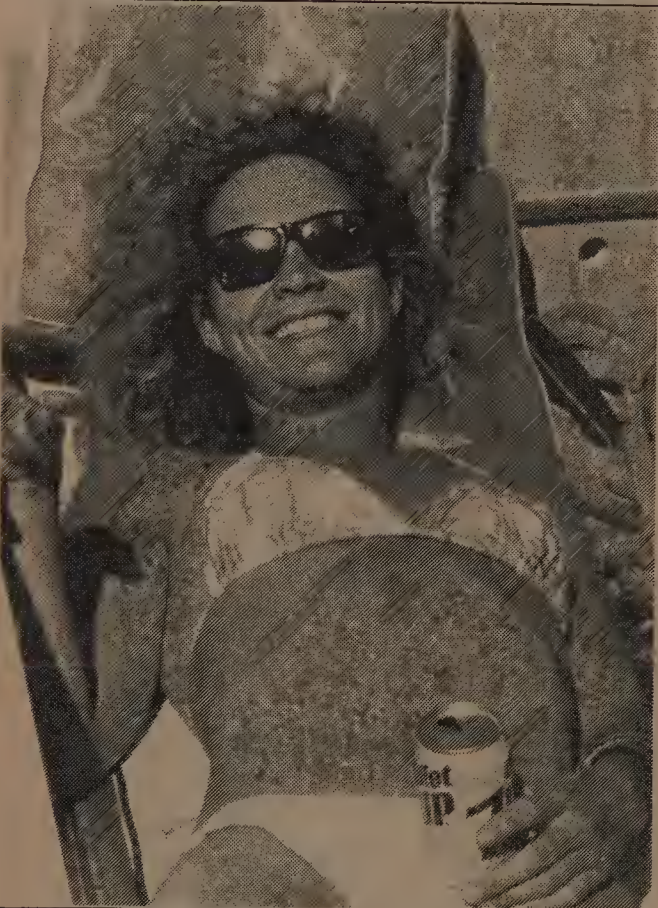
THE GRAB BAG — Before Columbus, the consensus was that the earth is flat. Although it's not true, there's probably still a consensus that the oceans of the world are basically flat. But they're not. According to the *Grab Bag*, if you sail from England to Puerto Rico, you go over an enormous saltwater mound that is the Sargasso Sea. It's no temporary mound either; it's there all the time.

Will *Flying Cloud*'s record finally fall this year?

ANXIOUSLY ANTICIPATING

What gets you through the cold of winter? Is it an electric blanket? Snuggling

morning chill. And why not? If the biggest, wildest, most international tropical



Girls love Antigua Sail Week; guys flip over it.

with a loved one? A big coat? A few nips of brandy?

As good a solution as each and every one of these is, a San Francisco lady we know swears nothing keeps her as warm as the April 29th plane ticket to Antigua she keeps close to her bosom. "The 29th," she reminds us, "is the start of Antigua Sail Week."

For many sailors — especially women for whom the male to female ratio is so favorable — just the anticipation of a wild and wooly Sail Week in sunny Antigua is enough to ward off the worst February

sailing kicks in the universe are what you're looking for, Antigua in late April is where you want to be.

It wasn't always that



way. Back in 1948, when Commander Nicholson and his Irish family stopped at wonderfully protected English Harbor to winter with their schooner *Mollihawk*, there was nothing but rundown buildings. They weren't ordinary buildings, however. From the 1600's until the emergence of steamships in the late 19th century, English Harbor had been the Caribbean home of the strategically important British West Indian Squadron, which during one period was lead by a young Horatio Nelson.

The Nicholsons became so enamored with English Harbor and Antigua, that they decided to hang around a little longer to accommodate a family that wanted to charter their boat down island. One thing led to another, and soon the Nicholson family abandoned their plans for a circumnavigation so their schooner could become the start of the crewed charter trade in the Eastern Caribbean. Forty years later, the Nicholson family is still going strong in English Harbor.

Antigua Sail Week was started by the charter boat crews for charter boat crews. The idea was an end-of-the season party where everyone would rendezvous for one big last bash before heading off to the East Coast of the United States, the Med or the Panama Canal. The first several Sail Weeks, although casual and loosely organized,



nonetheless caught the attention of the Antigua Hotel Association, whose entrepreneurial members recognized a perfect vehicle for extending the high tourist season when they saw it.

Sail Week really blossomed in the late 70s with the appearance of some serious racing boats and the consequent wild hijinks of their crews. Boat owners looking for new worlds to conquer began to decide that if Jim Kilroy was showing up at little Antigua with his latest *Kialoa*, maybe they should bring their rockets, too. As for the party people in the still cold Northeast United States and Europe, the pictures of wild wet T-shirt contests and guys

Everything from multihulls to 175-footers show up to race.



like SORC winner Tom Dreyfus wearing X-rated Superman costumes, it was proof enough they were missing something really good.

The rapid growth of Sail Week and its attendant free international publicity was welcomed by both the people and government of Antigua. A small and modestly prosperous island by Caribbean standards, Antigua hurts for dollars, pounds sterling, marks and francs. By the late 70s, the revenues generated



by Sail Week were significantly helping to ease the hurt, making the oftentimes puzzling behavior of the mostly wealthy whites easier to tolerate.

In modern times, the racing part of Sail Week has consisted of

Lively up yourself!

five ocean races of between 15 and 30 miles. We've done 10 of these races in the last ten years, and all of them have featured 10 to 20 knot warm

trades blowing over breathtakingly blue water. In a word, the sailing conditions are perfect. Small wonder then, that while the rest of the racing world seems to be shrinking, last year's Antigua Sail Week fleet consisted of

129 entries, the largest in history. This doesn't count the 150 or so other boats that jammed Falmouth and English harbors just to be where the action was.

Antigua Sail Week attracts boats from all over the globe. Last year 27 countries were represented, including sailing powers such as the United States, England, France, Italy, Germany and Australia, as well as lesser-known sailing juggernauts such as Barbados, Martinique, Grenada, and (yes) Zimbabwe.

The international



ANXIOUSLY ANTICIPATING

make-up of the fleet contributes greatly to the enjoyment of the week. After battling with the French crew of a Swan 65, our group on *Big O* soon made friends and had big dinner parties with counterparts from London and Paris. We later helped a Cologne jewelry wholesaler who'd dropped the rig on his charterboat send a telex in intelligible English. The appreciative gentleman insisted that if we get to Europe in the near future, we'll have to be his guest for a few days. We don't know about you, but we don't often get to make acquaintances like that.

The variety of competing boats at Sail Week is remarkable. Last year they included the last Whitbread Round the World Winner, a Farr 80 currently called *Marlboro*; the wood 12-Meter, *Heritage*, the former SORC winner *Titan V* (former *Spirit*), the legendary Herreshoff 72-ft ketch, *Ticonderoga*; Ted Turner's old Fastnet winning *Tenacious* now called *Warbaby*; the top N/M 50 *Infinity*; and scores of Swans and Beneteaus. The fleet is divided up into



multihull class. Racing is under the WIYA rule, a strange one beloved

most large racing fleets, the average size boat competing at Antigua is

Some crew quarters are nicer than others.

The sailing at Antigua is rigorous, but manageable. What few sailors can handle is the hot, heavy, non-stop partying. Mt. Gay



only in this one small area of the Caribbean. Compared with

A walk on the wild side: the pointy end of *Big Ti*.



three cruising classes, three racing classes, a classic class, and a

Another brave warrior fails to scale the heights of Mt. Gay.

big — about 50 feet. Some classes, such as the one *Big O* was in,

were way above that. The following boats are just some of those we remember trying to squeeze through the starting line with: a 44-footer, an Oyster 53, the 53-ft *Stormy Weather*, an Ocean 62, a 63-footer, the 66-ft *Dione*, an Irwin 68, the Ocean 71 *Cosa Real*, the 72-ft *Ticonderoga*, and the 94-ft yawl *Sumurun*. Those boats alone were tricky enough for a crew more used to racing nimble Olson 30s and J-29s on San Francisco Bay, but there were a couple of schooners, too. Big schooners as in the 117-ft *Aschanti of Saba*, and a 175-ft job out of Chicago with a name too wierd to recall. You want to know the true meaning of the word futility? It's trying to call starboard on a 175-footer that's barreling down on you on port. The prayers of our entire class were answered after "the big boat" was involved in four incidents during the first two races and dropped out.



ANTIGUA

ALL PHOTOS RICARDO DEL SUR



kicks it off with a free pre-Sail Week rum beach party with free T-shirts and hats in the hope you'll remember

The go-fast crowd shows up, too.

them when ordering the rest of the week. From then on it's non-stop parties with steel drum or rock bands until the Admiral's Ball grand finale. Whereas the rest of Sail Week is informal, coats and ties are required for the men at the Admiral's Ball, and the ladies get decked out in their sexy "little black dresses". It's a hoot. When the ball is over in the wee hours, you swear you'll never go to another party for a year. So how is it the next night you find yourself up at Shirely Heights doing more drinking and dancing at the post-Sail Week party? By the end of the week, men and women both begin to take on a Keith

Richards look.

Of course, it would be negligent to leave

festivities at the Antigua YC in the middle of the week,

and Dockyard Day when all the racing is over. Lay Day consists



out two other important social events, the Lay Day

Everybody does the limbo rock.

of various friendly competitions; team Laser sailing; combined cracker gobbling and beer chugging (which will surely someday be the death of somebody); dancing under the limbo bar, sailboard paddling tug-o-wars, and the ever popular 'Wonder Woman' and 'Marvelous Man' competitions. The latter competition often creates the thorniest problem for the Lay Day organizers. If you don't let the girls show a little skin, the crowd almost riots; if you do let them show a little skin — or as was the case last year, a lot of skin — the crowd almost riots anyway.

Dockyard Day is only a little more sedate. The main events are "walking the greasy pole", tug-o-war, and general hell-raising. Included in the latter is the non-mariners race, in which teams compete to build "vessels" with materials that cost less than \$75.



ANXIOUSLY ANTICIPATING

The "Le Mans start" of this event is something to see.

Dockyard Day and Sail Week conclude when the Antiguan Police "beat the retreat" while playing trombones and French Horns while wearing impossibly hot uniforms with lots of gold braid.

Remember that girl from San Francisco who kept the Antigua plane ticket close to her bosom? You can easily spot her in Antigua. She's the one clutching the plane ticket to San Francisco, knowing full well that when Antigua Sail Week is over, she's completely spent, eager to get away from the parties, out of the tropical sun, and back



Sail Week is *not* the place for you. Conversely, if you're a

queen, Sail Week is your time and place.

2.) Antigua boasts

Jah mon, there's good food, too!

John's is not a "must see" either.

5.) The remaining



to the soothing fog and brisk breezes of San Francisco Bay.

lady interested in a long line of suitors and being treated like a

Fun in the sun.

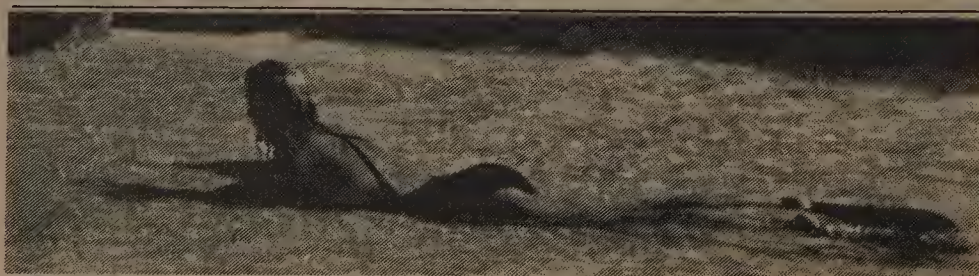
of having 365 beaches, one for every day of the normal calendar year. The island also features many great coves and bays in which to anchor. Unfortunately, the Sail Week itinerary and brisk schedule pretty much limit you to English and Falmouth harbors as well as Dickenson Bay. The St. James Club, Jumby Bay, the Old Mill and other ultra exclusive resorts aren't on the circuit, nor are the island's best beaches.

3.) The interior of Antigua is dry and unremarkable.

4.) The capital of St.

Sail Week Tips

1.) If you're a guy looking for romance in the tropics, Antigua



ANTIGUA

structures from the days of the British West Indian Squadron give a sense of maritime history seldom to be felt elsewhere.

6.) Food and drink are available everywhere during Sail Week as the locals happily capitalize on the crowds. Given that the islands were dominated by England for 399 of the last 400 years, the cuisine is as mediocre as you might



Above, Antigua attracts an international crowd. Left, layday Lasers.



expect.

7.) Antiguans are friendly and don't have the animosity that's sometimes found in the Caribbean.

8.) Looking to sail across the Atlantic? Sail Week is one of the best places to find a big boat headed across the pond to the Med. There are no guarantees, but there are opportunities.

9.) Air connections to Antigua are good via Miami and San Juan.

10.) If there's one knock against Antigua Sail Week, it's that there's maybe too much of the "good things"; racing, drinking, socializing. Here's an alternative for those of you who probably won't get back to the Caribbean soon and would like to see more: Charter a boat from Point a Pitte, Guadeloupe; sail to Iles des Saints for a night or two; visit Antigua for the last race of Sail Week and the Admiral's Ball. Then move on to St. Barts



Some people go out on a limb for Sail Week.

and hopefully be able to drop the boat off at St. Martin without too great a deadhead charge.

If any or all of Antigua Sail Week is of interest to you, contact (809) 462-3702 for further information.

— latitude

About half way through the race, you notice that your hangover is gone.



IRV LOUBE —

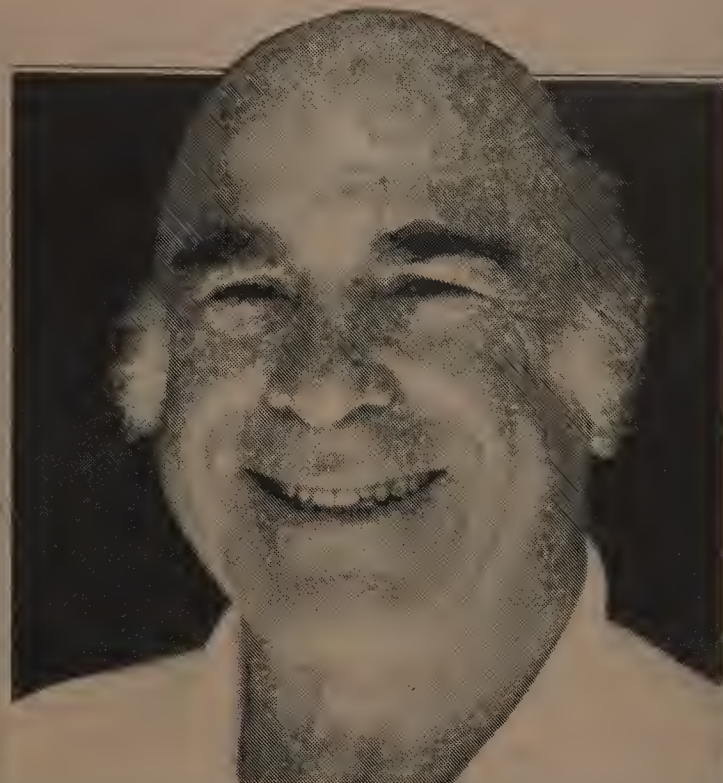


FIGHTING THE GOOD FIGHTS

When he was a kid growing up in San Francisco's Outer Mission District six decades ago, Irv Loube belonged to one of three Jewish families in a Catholic housing project. In addition to the usual adolescent adjustments, he had to face social pressures that sometimes spilled over to violence.

"There were times," he recalls, "when I had to fight my way home. But I learned a valuable lesson. Even when the other kids were after me, I found that when I smiled, it disarmed them. They began to call me 'Smiley,' and after that I was pretty well accepted. I also played basketball and baseball for St. John's Parish, which helped, too. Sports was a great equalizer."

Now approaching his seventieth year, Loube still makes a strong case for sports as a great leveler. Instead of prejudice, however, his current ongoing rivalry these days, in addition to competing with other sailors, is against the enemy of age. The world of One Ton racing — the piercing edge of IOR where youthful



EDMON VAN COLLEIE

Above, Irv Loube. Spread, the latest *Bravura* powers across the Bay.



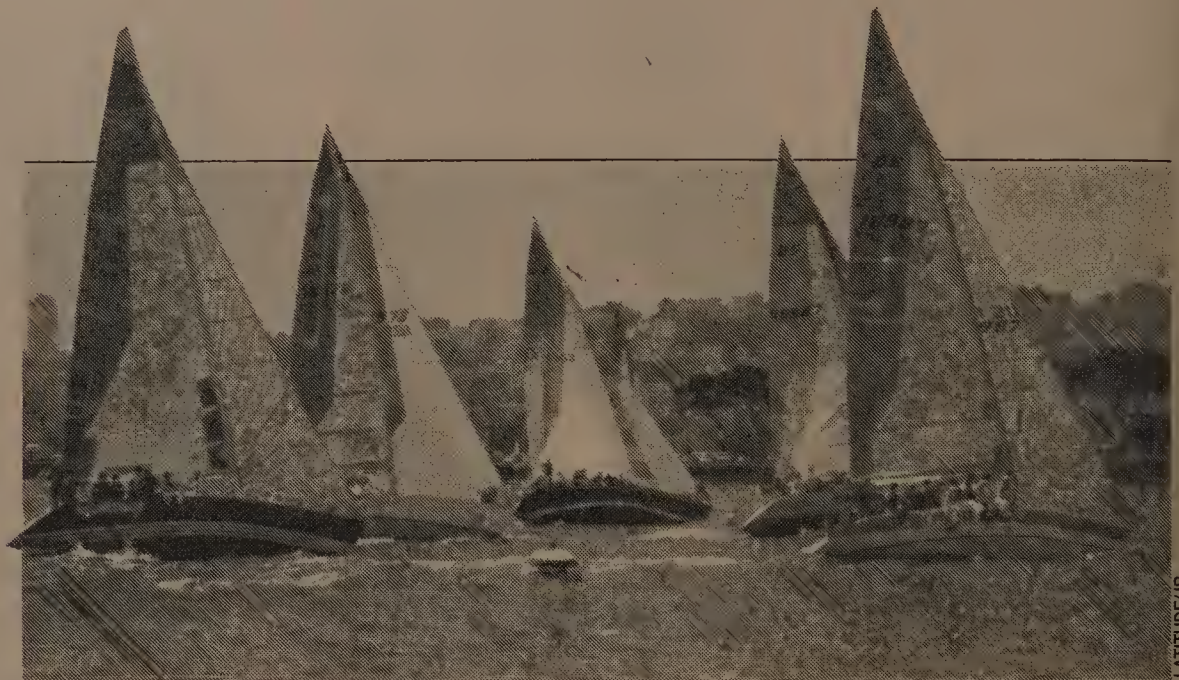
IRV LOUBE —

youthful vigor earns a big premium — might seem an odd arena for a senior warrior. But Irv's enthusiasm and competitive fires burn as bright as any 20-year-old's. It's like the old saying goes, "though there's snow on the roof, there's still a fire inside."

Based on the 1988 record of Irv's latest *Bravura*, his competitive zeal has made him the most successful One Ton owner in the United States. His Farr 40 dominated last summer's Kenwood Cup field — the top international fleet in the Pacific — in unprecedented fashion. A month later, *Bravura* placed second in the One Ton Worlds in San Francisco Bay, a series considered by many to be the most competitive ever in Northern California. "Smiley" had once again earned the respect of his peers, this time in a very big way.

Despite his success, there is still one competition that has eluded him personally and the United States as a country. That is the Admiral's Cup competition in England.

For a man who didn't take up sailing until he was over 40, Irv has forged an impressive wake for himself. A classic workaholic lawyer, Irv had to be cajoled into going out for his first sail. His wife, Shirley, made it happen, and the 41-ft



Coyote (right) nails one of her many starts in this '86 photo.

such as himself. Through his friend Jens Hansen, he became part of the successful Richmond YC crowd that included Jim DeWitt, Bob Klein, and Les and Don Harlander, to name a few.

In a pattern that has repeated itself over the years, Irv's boat became the weapon others tuned and tweaked to maximum performance. For instance, it was a combination of an innovative Gary Mull-designed spade rudder and a razor sharp crew led by DeWitt, that helped Loube and *Mutineer* win the Lipton Cup in 1965. Three years later, they repeated, and have subsequently won it three more times. But that was just the beginning.

In the early '70s, after campaigning the Columbia 57 *Concerto* successfully in Northern and Southern California at the same time, Irv moved up to the front row seats in 1976 with a German Frers custom 49 footer. He and his crew, including son Gary, immediately went out and took top honors in the 3,500-mile Los Angeles to Tahiti race. Other impressive triumphs followed: the 1977 and 1978 Around the State of Hawaii Races, the Victoria to Maui transpac, and the Marina del Rey to Puerto Vallarta Race in 1979.

By the end of the '70s, boat design and technology had caught up with the original *Bravura*. So Irv commissioned Frers to design him a new boat, this one a 46-footer that would be better to windward.

At the same time, there had been another change in the IOR racing world. Bay Area sailors had started making their mark in international competition. Especially Dave Allen, who's 40-foot *Imp* was an international sensation following brilliant performances at the Southern Ocean

Racing Circuit (SORC) and Admiral's Cup. Looking for challenges beyond the Pacific, Irv took a couple of cracks at the SORC. He wasn't able to match Allen's blistering record, however, taking fifth in class in 1979 with the big *Bravura*, and second in class (sixth overall) with the smaller *Bravura* in 1981.

Throughout his yacht racing career, perseverance has been Irv's best "secret." Like all racers, he's had his share of disappointing races. But just because he'd lost a race didn't mean he'd been



Irv amid the flora and fauna of a TransPac winner's circle.

Bounty sloop *Mutineer* became a way for him to relax. But Irv admits taking it easy wasn't a simple matter for a Type A person



FIGHTING THE GOOD FIGHTS

defeated. He'd analyze what had happened and return to the same event, be it the next week or month or year, to fight even harder for success.

It took him 10 years to win the Danforth Series, Northern California's spring ocean racing championship series. He took almost as long winning honors at the prestigious Los Angeles to Honolulu TransPac, finally taking the overall title in 1983. Winning the Kenwood Cup was another decade-long effort, one that began when the race was known as the Clipper Cup. Irv never quite made it to the top at the SORC, but he's always seen it as mostly a stepping stone to the premier IOR event in the world, the biennial Admiral's Cup.

Irv's first glimpse of the Admiral's Cup came in 1973. He and Shirley had gone to Europe for six weeks to help their friend, Ramon Carlin of Mexico, prepare his Swan 65 *Sayula* for what would be a victory in the inaugural Whitbread Round the World Race. Part of the shakedown included racing in Cowes Week and the Fastnet Race alongside Admiral's Cuppers.

As he found out, there are much more attractive and outstanding sailing venues

than the English waters used by the Admiral's Cup. But despite the mediocre conditions, it has retained its position as the pinnacle of IOR racing, a fact that certainly wasn't lost on Irv.

Since Loube developed a strong desire to see the United States win the three-boat Admiral's Cup team competition more than a decade ago, Americans have always selected our three-boat team on the basis of finishes in a qualifying regatta. The SORC was that regatta up until 1985, when the scene shifted to Brenton Reef off Newport, Rhode Island.

Irv was disappointed in his attempt to make the Admiral's Cup team in 1981, a disappointment heightened when several of the boats eventually got mixed up in a now infamous IOR measurement scandal. Had it been discovered in time, *Bravura* might have made the team. Loube tried again in 1985, with helmsman John Bertrand and a topflight crew aboard the 40-ft One Tonner *Coyote*. The conditions favored bigger boats, and Irv was thwarted again, finishing fifth.

Losing a straight elimination was hard enough, but what galled Irv was that the hallmark of the Admirals' Cup in the mid-1980s has been the domination of the One

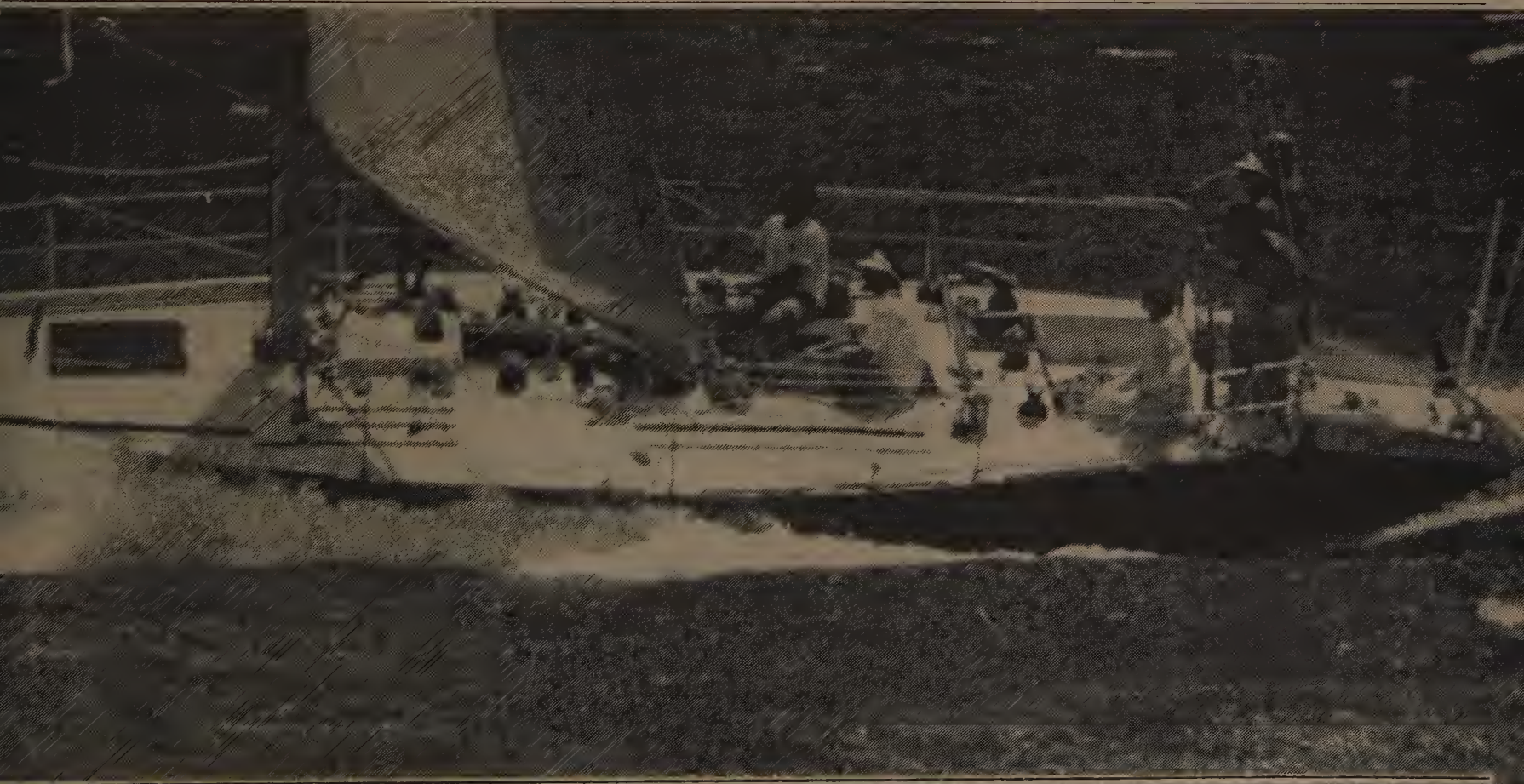
Tonnners. Several factors accounted for this. Held on courses that often feature reaching conditions and light winds, the Admiral's Cup does not penalize smaller boats, as do the high wind and big seas of the Kenwood Cup. Also, the English use a time-on-time handicap system (as opposed to the time-on-distance formula used here in the colonies). Under this setup, the longer a race takes, as light-air contests tend to do, the more the advantage for smaller boats.

The Australians, New Zealanders and Germans figured out the advantages of bringing One Tonners to the Admiral's Cup, and each of them have team victories to show for it. That they've concentrated their energies on One Ton-rating boats — the smallest allowable at the Admiral's Cup — has led to spectacular refinements that have made these 40-footers the fastest boats for their size in the rarified world of IOR racing.

Why Americans have been so slow to figure the One Tonners' advantage out — then do anything about it — has vexed many members of the United States grand prix hierarchy. As slow as we Yanks have been, we've finally figured it out, and Irv has been at the forefront of trying to implement the solution and win the Admiral's Cup for the United States.

Recently, Irv spent some time

Bravura no. 2 surfs to victory in the 1983 TransPac.



IRV LOUBE —



LATTITUDE/RICHARD

talking with us about his quest for this ultimate sailing goal. Seated in the sunny living room of a small waterfront apartment he keeps in Tiburon as a getaway from his Piedmont residence, he looked a bit drawn. And understandably so. He still litigates three or four real property dissolution cases a year, "just to keep sharp," and the pending suits were affecting his mood.

"It's too bad we can't live up to the image of *L.A. Law* or *Perry Mason*," he says. "But practicing law is methodical and requires careful plotting. It weighs heavily because the outcome affects many lives. Unlike a sailboat race, which I call a 'no counter,' legal decisions matter. I hate to lose, but I can get over losing a sailboat race quickly and still enjoy the experience I've had."

The qualities that contribute to Irv's success at law are also the qualities that carry over well to sailing campaigns. "What makes him a good sailor," says Jim DeWitt, who campaigned with him on both *Mutineer* and *Concerto*, "is his energy, his attention to detail and his organizational abilities."

The latest *Bravura* is a case in point. In 1985, Irv bought Frenchman Bruno Trouble's Beneteau One Tonner *Coyote* to get his feet wet in this very competitive and rapidly developing class. It became clear, however, that he would need an updated version to win the One Ton Worlds in San Francisco in 1988. So, he sent his boat caretaker, Peter Cameron, to the 1987 Admiral's Cup early to plug into "rumor control." Irv joined Cameron later to observe the racing. The Farr 40s, led by New Zealand's *Propaganda* and England's *Jamarella*, were clearly superior. So Irv had Bruce Farr, the Kiwi now working out of Annapolis, draw him a One Tonner also.

Cameron's job was getting the new boat, built in New Zealand by Cookson, ready for the start of the 1988 season, which would include the Kenwood Cup and the One Ton Worlds. Irv took on the duties of recruiting and organizing the crew, as well as the complicated and critical

In the thick of battle at the '88 One Ton Worlds.

logistics. The core of his crew turned out to be a group of Richmond sailors who had literally been teething when Irv was racing *Mutineer*.

Irv put the most faith in Billy George, the young sheet metal worker from Tracy

who would be going up against the other skippers, who for all intents were professional sailors. George, who had grown up chasing John Bertrand and Paul Cayard in Lasers, has been a strong, silent racer who hasn't gone on to the international limelight like the other two. After testing his judgment by giving George the tiller on *Coyote*, Irv gave him the helm on *Bravura* for both the Kenwood Cup and the One Ton Worlds.

"Both events were firsts for me as a driver," says George, underscoring the courageousness of Irv's selection.

Irv's wisdom was also apparent in the selection of tactician Geoff Stagg, a partner in the Farr office. Stagg's calls in Hawaii had been brilliant. However, on the Bay, where he was less familiar with the tides

Bravura's performance has given Irv ample cause to kick up his heels.



FIGHTING THE GOOD FIGHTS



LATITUDE/IR

Even hard-core racers can be Sunday sailors sometimes. This day, Irv was just another skipper enjoying a midwinter sail on his boat.

and the windshifts, this matchup wasn't quite as effective. Sweating bullets for the whole series, *Bravura* managed a superb second in the One Ton Worlds after a spectacular come-from-behind final race.



LATITUDE/RICHARD

Bravura's second marked the first time an American One Tonner had placed in the top five since the current version of that rule had gone into effect six years ago.

While most of Irv's contributions to *Bravura's* great success in 1988 were due to his relative financial wherewithall, he still had to put his nearly 70-year-old body through the considerable physical rigors necessary for victory. "You have to sail a 40-footer like a dinghy," he says. "I have to park myself on the rail and move fast from one side to the other on the tacks. I'm about 75 percent of a young man out there, but I weigh almost 200 pounds, which is of value on the high side."

"He can just about out-sit anybody," says Cameron. "On the two and a half day beat from one end of Hawaii to the other, he was on the rail forever." Irv also contributes tactical advice and information that is filtered through almost 30 years of experience. (*Bravura's* 1983 overall TransPac victory was attributed, in large part, to Irv's decision to be patient before making the critical final jibe to the finish line.)

Despite the fact that most of his contemporaries have given up grand prix yacht racing for less demanding pursuits, Irv still gets a thrill from racing. In many ways, he's living a second childhood, vicariously appreciating the actions, skills and concerns of shipmates who in some cases are young enough to be his grandchildren.

Now that the latest *Bravura* has clearly demonstrated a world class ability, Irv has set his sights firmly on that elusive prize, the fabled Admiral's Cup. This time, though, instead of being at the mercy of a trial selections committee to make the team, he and fellow owners Randy Short and Southern California's John MacLaurin, have taken on the selection committee title themselves. They will pick the three-boat U.S. team, which looks at this point like it will consist of their three boats. It sounds more underhanded than it is. The drop in interest in IOR racing and the lack of depth of U.S. One Tonners has created this situation.

"We contacted virtually every qualified IOR owner in the country last year," explains Irv. "But it's gotten so expensive to build and maintain a boat on this level. It took \$2,500 just to get *Bravura* to her final measurement target of 30.55. IOR isn't being encouraged and the IMS and PHRF

racing systems are detracting from it."

Primping *Bravura* for the Admiral's Cup this summer will cost a few bucks, too. She's getting a new keel, rudder and



Billy George and Irv Loube: key players in a winning team.

lighter mast. Starting this month, she'll tune up against MacLaurin's *Pendragon* and another One Tonner under charter to Randy Short. (Because of the Admiral's Cup team requirements, Short will eventually sail a somewhat larger entry in the actual race.) At this point in the game, it looks as though it will be the United States' strongest and most intelligent Admiral's Cup team selection in many years.

Peter Cameron says he's asked Irv a few times when he's going to get a cruising boat and relax on the water. "But he avoids the issue," says the native of Australia.

It was while watching 82-year-old Glenn Waterhouse racing his yacht *Nepenthe* off the Baja California coast 25 years ago that Irv realized this was a sport he could, and would, pursue the rest of his life. Waterhouse wasn't an isolated incident. During a recent awards ceremony, Irv saw photographs of Durward Knowles, the 70-year-old Star sailor who competed in last year's Pusan Olympics.

"Age isn't really a factor," Irv says in conclusion. "It's your state of mind, the willingness of your body and the sanction of the owner to say you'll go out there." Since Irv happens to be the owner of his boat, he has no problem with the sanction. There's no question about the capability of his mind. Even his body, which has endured such traumas as a punctured lung during a grounding in the 1981 Big Boat Series, remains willing.

Like a young "Smiley" fighting his way home from school, Irv doesn't think about giving up. Straight ahead is the only direction he knows.

— shimon van collie

DOWNWIND TO DECADENCE —

My suspicions were aroused immediately. I'd already made a long offshore passage with Sam and Cindy Smith aboard their 56-ft ketch — so I was shocked

(modestly) consider my 'personality' something of an intelligence test. If you like it, you fail!

People who like me . . . tend to make me nervous. Could their judgement really be

perverse (disgusting?) sense of humor is a delight. Many an evening I'd roll around the cockpit floor, begging for mercy, as she'd spew out an endless number of the

The trip on *Pretty Girl* was difficult. *Extremely* difficult. A lesser man might not have survived the ordeal. In some ways it reminded me of a hard-core version of the mutiny on the *Bounty*.

Food was a problem, a constant source of friction between captain, mate and crew.

Captain Sam was intimidating right from the start. Even before we'd left the dock he was turning our stomachs. That's right, he constantly urged us to eat, drink and be merry.

Then Cindy started dishing out a steady stream of delicious delights from the galley. Fresh loaves of bread, 5-star flaming desserts, pork roasts, steaks, rack-of-lamb, Shat-toe-bree-on, etc.

I'd eat until I was sick to my stomach. Then I'd eat some more.

Pretty Girl had a 10-lb jar of salted pistachios. Shelled! Ah, what sweet decadence!

The food was washed down with an ocean of wine, a flood of beer, and more than a sprinkle of cognac.

There were other problems. We couldn't figure out how to turn off the watermaker, so we were forced to take numerous freshwater showers each day. Gruesome, but it had to be done.

The weather was miserable; a steady 16 to 18 knots on the port beam. Like true gentlemen, we never sailed to windward. We averaged over seven knots the whole way, with dry decks and only a slight heel to starboard. "Roberto" the autopilot steered the entire passage.

We covered the 850 ocean miles — from anchor up to anchor down — in less than five days. And all on one tack. The main boom never saw the centerline of the boat. We could have made the whole passage without any starboard shrouds.

Needless to say, there was considerable tension among the crew. We constantly fought over the wine list, how cold the champagne should be, the proper shape of a marine brandy snifter, whether it was seamanlike to snore while on watch, etc. One fellow almost

when they invited me aboard a second time.

Were they closet masochists? Gluttons for punishment? Insane? Did they have no other friends? Or, were they secretly seeking revenge for my previous behavior?

I used to have a lot of respect for Sam and Cindy — but needless to say, this second invitation eliminated it. Totally. After all, I've sailed with damn near every waterfront wacko in the Caribbean once — but none twice. I

When things got really boring, we'd turn on Sam's new radar....

that defective?

Still, Sam is an excellent seaman, and Cindy is one of the funniest — and most beautiful — women I'd ever sailed with. Her

most outrageous jokes.

So when Sam and Cindy sent me an airplane ticket to Bermuda, I was gone before my wife could say: "I wanna divorce!"

Were they gluttons
for punishment? Insane?
Have no friends?

THE VOYAGE OF "PRETTY GIRL"

rioted because the color of his linen napkin at lunch clashed with one of his veggies.

The boredom was intense — and the VCR, cassette player and CD stereo weren't any help. Even carving swear words in the varnished teak galley lost its thrill after awhile.

When things got really boring, we'd turn on Sam's new 36-mile Furuno color radar. It's quite a video game. During squalls we'd all

A jug of wine, a loaf of bread and (below) Cindy. It was more than mortal man should have to endure.

huddle around it, muttering, "Wow, man! Groovy! Far out! Look at the colors, man!", as

the nav station speedo pinned its needle.

None of us were so crazy as to actually go

out on deck when the wind was above five knots. Instead, we'd stay below — freshening up each other's drinks just in case — and listen for that distinctive TWAAAAAANG! sound the rig makes as it goes over the side.

It never happened. Amazing how strong modern stainless steel wire is.

Captain Sam claims — I don't believe it — but he claims that if you strike an island with the radar on, the screen shows graphics like a windshield

shattering, and the word "CRASH" appears. Then the screen says, "GAME OVER" and blinks off. Moments later, the screen lights back up, and asks, "Wanna play again?" If so, bring vessel to shipyard and insert \$1 million."

The funniest moment was at the end, when we rammed the fuel dock below the Bilge Bar at full speed. Cindy, a wicked glint in her devilish eye, jumped off with the bowline. She was quite a sight; wearing six-inch heels, a mini-skirt which barely reached below her belt, and a v-neck blouse that nearly plunged to her knees. It was enough to make a Parisian hooker blush.

After she tied a bowline to a convenient cleat, she turned on us and started screaming. A crowd began to form and things were starting to get out of control.

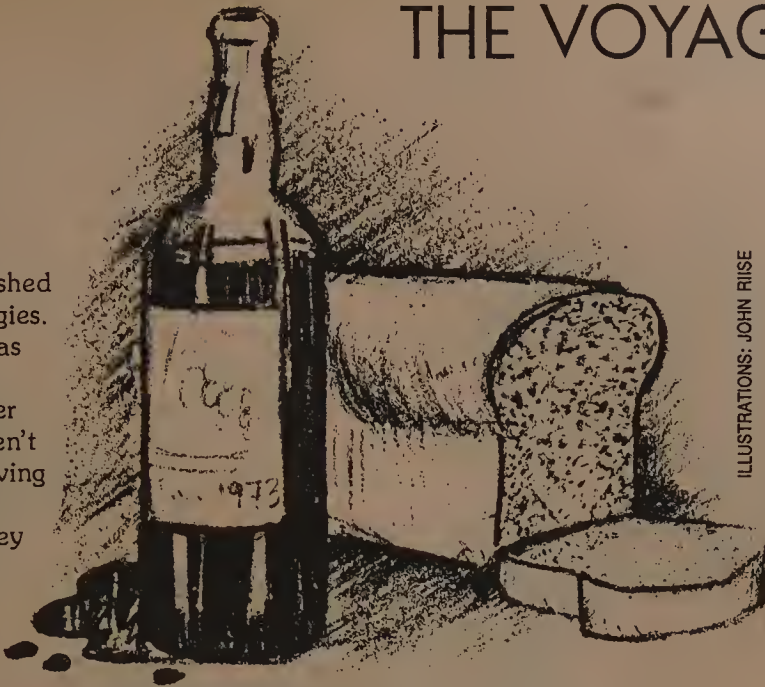
"I didn't know what depravity was until I signed on for an ocean passage aboard this vessel," she shrieked. "Sin or swim, huh? I'm lucky to be alive!!!"

All four of us men looked guiltily down at our topsiders.

"How foolish I was," she continued hotly. "when you said 'Two on, two off' (at this point she swooned theatrically). I thought you were talking about the watch schedule!"

— capt fatty
goodlander

ILLUSTRATIONS: JOHN RIISE



MARINE SURVEYORS —

It may be an old cliché, but a boat buyer who assumes the responsibility of inspecting a boat himself "has a fool for a client." At the same time, it can easily be shown that the most costly survey is the one that was never performed. Those obviously extreme examples are meant to underline the valuable service performed by the marine surveyor.

Unfortunately, those extreme examples are not fictitious, which also serves to underscore misunderstandings some people in the boating community have about surveyors and what they do. I hope to resolve those misunderstandings here, and in the process impart some information that will make you better off when it comes time to buy, sell or insure a boat.

The Survey

There are a number of different types of surveys, each serving a specific purpose. Those of interest here are "Buyer's Condition and Value," "Insurance Condition and Value," "Damage" and "Trip" surveys. One or more of these are required by banks and/or insurance companies before they grant any loans or coverage.

All boats, including new boats, should be surveyed *before* purchase in what surveyors call a "Buyer's Condition and Value" survey. It's important to note that this is not interchangeable with other types of surveys. In other words, if you're buying a boat, an "Insurance" survey will not do. It's easy for a buyer to confuse the "Insurance" survey with the "Buyer's" survey as they both present the same title and format. Thus, some sellers present an insurance survey to the buyer saying, "This boat has been surveyed and here is the report." Not an untruth but a possible misrepresentation and, in fact, the seller himself might not know the difference.

In a "Buyer's" survey, the marine surveyor establishes two estimated dollar values for the boat as of the date of the survey. He gives the "Estimated Market Value" after certain repairs are made, and "Replacement Value," which is an estimate of what it would cost to replace the boat with a new boat. Insurance companies need these figures to set their premiums.

It's worth pointing out that buyers can save the cost of multiple surveys by thoroughly going over potential dreamboats themselves. Most experienced sailors are familiar enough with boats to recognize problems when they see them — and to reject those craft that don't measure up. When you do find the boat you want, and it passes your own "survey," then call the surveyor.



The "Insurance Condition and Value" survey is an abbreviated survey in which the surveyor lists conditions aboard that might involve the insurance company in a claim. This is generally an in-the-water survey, although some insurance companies now require hauling.

A word about insurance: Insurance companies have different "in house" claim

processing policies and different coverages. A "named risk" policy will pay only if the claim involves a named risk. An "all risk" policy covers everything except specific exclusions. Many companies depreciate the

JUST THE FACTS, MA'AM



loss according to the boat's age. Thus, older boats may collect only a fraction of the actual damage amount. A policy that reads "Replace with new" will pay the actual amount of the damage without depreciation but may have a higher premium.

As required, a surveyor inventories equipment to justify the value given, and for proof in event of theft that a claimed piece of equipment was indeed aboard. Make, model and serial numbers of this equipment also aid in establishing value of stolen equipment, and in its recovery.

Of course, the foregoing may be moot if the boat is not kept in seaworthy condition, which also is required by the insurance industry. If a boat sinks because of decay or deterioration, the insurance company may not cover the claim. If it hits a rock and sinks, the insurance most probably will cover the damage.

Incidentally, I have had the experience of being called back by the insurance company to reexamine a boat after the broker had reported all deficiencies had been corrected, only to find that in fact nothing had been corrected. In the event of a claim involving one of these inadequacies, would the insurance company have to pay off?

When a boat sustains damage, a surveyor is sometimes called in to do a "Damage Survey." This survey determines the extent of damage and the necessary repairs to correct it. Occasionally, at the request of the owner or the insurance company, the surveyor will go on to oversee the repairs and recommend payment of the appropriate dollar amount. It is frequently difficult for the owner to evaluate these items. In the event of serious damage, it would pay him to hire his own independent surveyor rather than depend on the insurance company's surveyor who, if not a direct employee, might be biased in favor of the insurance company. Then too, there could be honest differences of opinion between the two surveyors as to the proper and lasting repair.

A "Trip" or "On Deck" survey determines the condition and suitability of a boat — as well as its crew, stores and

MARINE SURVEYORS

equipment — for a proposed ocean voyage. Again, this survey is required by insurance companies to assess the risk of insuring the boat for the trip, and to set the premium to be charged. A "suitable

If a boat sinks
because of decay,
insurance may not
cover the claim.

risk" is one that is "no greater than usual."

The Surveyor

The cost of a good surveyor usually pays for itself many times over in the renegotiated price of the boat caused by needed repairs he brings to light.

The marine surveyor's goal and duty is to produce an unbiased factual report disclosing the true condition of the boat. The "Buyer's Condition and Value" survey report should be thorough, all-inclusive (sometimes, due to cost factors, there are exceptions) and must note all deficiencies of any consequence that would cost money

or time to repair. It should list all safety violations, and also provide a complete inventory of all items included in the sale. This type of survey is made with the boat hauled. Hopefully, the surveyor's ability extends to the degree that he can comment with confidence on the design of the boat, its suitability for the service for which it is intended, and the adequacy of its construction.

It is an uncontested fact that the seller of a boat and the yacht broker receive their money only upon consummation of the sale. It should be obvious that a conflict of interest can exist between these two concepts. Unfortunately, this conflict sometimes puts the surveyor in the position of being angrily attacked by the seller and/or the broker and, unexplainably at times, even by the buyer. It seems to me that the only way a surveyor could reasonably be criticized is if he fails to disclose damage or unsafe conditions — not if he does so!

Along with everything else, a competent marine surveyor will be intimately acquainted with the National Fire Protection Association booklet 302, "Motor Craft" (NFPA 302). This document, the "bible" of most insurance companies, relates



to the safe installation of engines, fuel tanks, electrical systems, stoves and so on. Another reference to safety requirements

SURVEYING THE SURVEYORS

In terms of keeping a watchmate entertained, we've decided the world's three most interesting professions are car repossession, pizza delivery and marine surveying, in that order. We base this on the fact that we have spent long watches with all three, and even during mid-watches were kept in stitches over some of their adventures.

To share some of that lore with you, we thought it would be fun to ask some local surveyors about some of the more interesting or unusual aspects of their jobs. After hearing only the first two or three, we've decided to move marine surveying in front of pizza delivery. (But in all honesty, it's still got a ways to go to beat repo men. Those guys are nuts.)

Here's a sampling.

Some of the more unusual boats **Jack Mackinnon** has seen over the years include a hydrofoil, a sternwheeler steamboat and a Venetian gondola. He once even surveyed a 12-ft Zodiac inflatable!

One of his favorites was the Catalina 22 that was being trailered down I-80 when, at 55 mph, the trailer came loose from the car. The driver hit the brakes, whereupon the trailer passed him, changed lanes and smacked into a big pine tree. Jack surveyed the boat in an auto wrecking yard in Roseville. Though banged up pretty good, Jack reports that the boat was sold for \$500, restored, and is sailing today.

One of the most unique electrical systems **George Gombasy** ever saw was on a boat he surveyed. The junction boxes were made of Tupperware containers screwed to the bulkheads. In other boats, during the course of surveys, he's found hidden compartments with guns or drugs. But the one that took the cake recently was a boat outfitted for some heavy action, and we don't mean sailing. There were mirrors all around the berthing area, rings on the overhead, a whole library of ahem-ahem video tapes and "all kinds of interesting toys in the cabinets," says

George.

For **John Hallander**, the worst situation has to do not with a specific boat, but with a type of buyer, what we'll call the "blind dreamer". These are the people with stars in their eyes, dreaming of sailing around the world, who have found a 50 or 60-ft boat for nearly nothing. When the boat gets surveyed, however, it becomes painfully obvious why the price is so low — it's not worth saving. Many times, the owner was himself a dreamer 5 or 10 years ago, now he's out of money and the boat is in just as bad shape. What's so bad about that? "Many times they don't listen," says John. "I tell them all the things that are wrong and they buy the boat anyway."

On the other side of the coin, what **Bob Downing** likes best about being a marine surveyor is — being a marine surveyor. He gets to work for himself, he makes a fairly decent living and, what the heck, he likes boats. One of his most memorable surveys last year was helping a

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John Hallander P.E.

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— JUST THE FACTS, MA'AM

covering a much broader range is the voluminous ABYC (American Boat and Yachting Council) publication, which in my opinion is industry oriented and thus somewhat biased at times.

Eliminating some non-conformances can be expensive, which makes them an important part of every "Condition and Value" survey. It is a common misconception, for example, that because diesel fuel is less volatile, diesel power must

It is a common misconception that diesel power has less stringent safety requirements.

have less stringent safety requirements than gasoline. The fact is that NFPA 302 requires almost identical standards for



ALL ILLUSTRATIONS BY LATITUDE/JOHN R

diesel as for gasoline. As far as diesel in a wood boat is concerned, fire is a considerable hazard since diesel fuel soaks into wood and remains, whereas gasoline evaporates. Fire on oil-soaked wood, once started, is difficult to extinguish and frequently will result in total loss. Gasoline, of course, presents the greater risk of explosion.

Safety requirements are particularly important, and the surveyor must list in his report any and all discrepancies he finds, regardless of the wishes of the person hiring him. A partial report would require strong detailed statements that the report is in fact only partial. The surveyor must protect his own liability and avoid any misrepresentation to institutions or persons depending on the report. In that same vein, the surveyor's report must not be compromised in any way, else he is liable to fraud charges by any of the parties.

SURVEYING THE SURVEYORS — CONT'D

young couple find a houseboat in the East Bay. The couple had very specific needs — they would soon be adopting a young daughter, for example — and Bob surveyed four different houseboats for them before they found the right one.

Doug Shotton has surveyed some pretty interesting boats, including the Golden Gate 12-Meters, and the Taj Mahal and Forbes Island floating homes. But a big favorite is Bill Lee's original ULDB sled, *Merlin*. He's done trip surveys on the boat twice for Hawaii races, and reports that after all the miles that boat has traveled, it's still solid as a rock.

You've heard of gold platers. Well, not too long ago, **Bob Counts** surveyed a "solid gold" oldie. It was a 20-year old wooden yawl built in Spain, and some of the accoutrements down below were solid gold! The trim around the doors was 14 karat, the door pulls were solid 18-karat acorns and there were two 24-karat plaques with the boat's name, hailing port and documentation number. (All the

electrical connections were gold plated, too, though Bob says that's not that unusual.) Almost as amazing about the boat, which incidentally is no longer in the Bay Area, was that there was virtually nothing wrong with it. "It was a classic in every sense," says Bob.

Finally, Santa Barbara's **Mike Pyzel** notes that every boat has both a best and a worst feature, which varies from boat to boat depending on the owner's interest or expertise. A good example was a 42-ft race boat he surveyed recently. Everything from the deck up was the best — expensive, high tech and well cared for. Down below in what was left of the engine compartment, it was a different story. The diesel engine on this five-year-old boat still used the original oil filter ("and probably the original oil," says Mike), and a patina of rust that showed it had probably never been touched. Not only that, the fuel filler hose was so rotten, about 20 percent of every fill up went right into the bilge!

Speaking of parties, the only ones authorized to use a surveyor's report are the financial institution(s) involved, and the buyer/owner who commissions the report. Just as a naval architect owns the design rights of any boat he designs, the marine surveyor owns the rights to the survey report, even though it is done for a specific client. He does not authorize a distribution of the report to other prospective buyers. Neither the broker nor a substitute buyer have the right to the use of the report, and could incur a liability if they did.

In many ways, it may seem as though the person who takes the brunt of the surveyor's "assault" is the person who hires him. Not so! The interest of the principal is, and should be, foremost in the mind of the surveyor. It shows in the effort he makes to uncover defects and safety hazards, and only in that way. Ethics and integrity should not be compromised to please broker, seller or buyer.

— frank e. bilek

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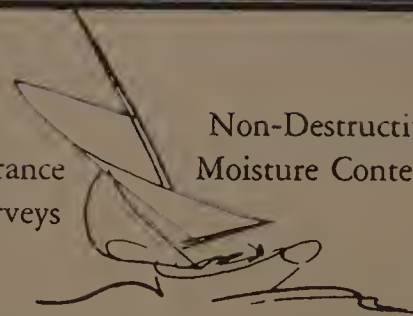
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CABO SAN LUCAS:



"Don't it always seem as though
You don't know what you've got 'til it's
gone?"

*They paved Paradise and they put up a
parking lot..."*

— from 'Big Yellow Taxi' by Joni
Mitchell

The good news is that we were in Cabo San Lucas last month. The bad news is that we hardly recognized the place: it's changing, and it's changing *mas rapido*. Mind you, we hadn't been gone that long — about a year and a half since the last Newport-Cabo Race in '87 — but the changes, even in that short time, are nothing less than mindboggling.

We felt only eleven to have flown down this time, rather than one of the ridiculously slow Cabo via Guadalupe Race which we'd come down to cover. We stepped out onto the tarmac at Cabo's airport in the late afternoon, and it felt good to be back: the skies were blue and the desert air dry and warm. We noticed that the airport had been expanded and buffed up; someone said it was because the President of Mexico had come to visit last April. That was fine with us.

We grabbed a cab — quite literally a big yellow taxi — for the half hour ride to Cabo. Along the way, we observed more billboards than ever before, most advertising new hotels and discos. We didn't think much of it at the time.

As we passed by the town of San Jose del Cabo, we were surprised to notice a new 9-hole golf course and quite a lot of building activity. Likewise, on the strip of beach between San Jose del Cabo and Cabo San Lucas, there were many houses and hotels springing up. Well, that's nice, we figured: something to keep the "Club Med" crowd occupied.

Our excitement mounted as the cab rounded a curve and we spied the trademark arches of Cabo off in the distance. A mile later, we could see the boats in the outer harbor — mostly fishing boats and a few cruisers. We were on the outskirts of town, savoring the sensation of rolling back into one of our favorite haunts, when we saw it.



There, right there on the road in front of us, was a cherried-out late model Mercedes Benz 450 SL convertible. It was fire engine red with California plates and — even more offensive — it was perfectly clean! Not one speck of Baja dust marred its shiny exterior. The top was down, of course, and the two men inside sported gold chains and perfectly blow-dried hair. We knew the type; full-on white shoed Beverly Hills lounge lizards, the overbearing kind who say "hey, who loves ya, babe?" to everyone they meet.

It was an improbable sight; we didn't know whether to laugh or cry. We realized in that instant that Cabo — or at least the Cabo we knew and loved — was gone forever.

In the next few days, we noticed such massive changes in the erstwhile tiny fishing village that we hardly knew where we were. The once familiar little dirt streets, the sleepy shops and the roadside *tacquerias* have given way to one hour photo stands, sushi bars and other trappings of "progress".

That Cabo would be "discovered", we guess, was inevitable. Indeed, it's been a mixed blessing: air travel, hotels, roads, phones, and other services are all becoming much more efficient, but at the same time the place is becoming very expensive and hopelessly Americanized. Granted, the weather, the romantic beaches, the friendly people, the great food

and a lot of Cabo's intangible charms still exist, but now you have to go looking for them.

Nowhere are the changes more dramatic than around the harbor area, which is being developed under the auspices of *Fonatur*, the Mexican agency in charge of promoting tourism. Plans call for hotels, yacht clubs, docks (a 288-slip marina, of which 48 slips should be available in January), and condos to ring the harbor, all built in the same architectural image as the recently completed government building. That building, next to the ferry dock and the open air market, will eventually house the port captain, customs and immigration all under one roof.

CABO SAN LUCAS:

Cabo is one of five nationwide Fonatur projects; the others are Cancun, their first and (so far) most well known effort, Ixtapa, Loreto, and Oaxaca. To oversimplify a bit, the idea is that the Mexican government — which depends on tourism as their number two source of income after oil — identifies an area that's ripe for tourism; develops it largely with Fonatur funds; and eventually sells the resort(s) back to the private sector. Then they move on, presumably to repeat the process elsewhere.

Fonatur is about half way through developing Cabo. According to their records, there are currently 1,564 hotel rooms in the greater Los Cabos area; by 1991 — only two years from now — projections call for more than double that, 3,491 rooms. The forthcoming hotels include the likes of the Marriott, Comrad International and Hyatt chains. Likewise, the number of condos — which are selling for prices similar to those found in marvelous Marin — is expected to quadruple in that time, from an existing 432 units to 1,731 by 1991.

Many of these projects are now nearing completion: the Melia Cabo San



If this is what you think Cabo looks like, you haven't been there lately.

Lucas, a Spanish hotel chain, is opening a 198-room highrise hotel a Frisbee throw down the beach from the Hacienda Hotel

any day now. And several other hotels are going up right on the inner harbor, altering the view and the character of the port forever. The main "culprit" is the half-constructed Plaza Las Glorias, which will be the biggest (260 rooms) hotel on the Cape

THE COAST CRUISER REMEMBERS CABO IN 1978

Despite all the miles under his bottom, run down his throat, and X-rated thoughts through his mind, the Coast Cruiser still remembers his first visit to Cabo San Lucas.

It was back in November of 1978, and Cabo was still basically a fishing village. Yes, the Hacienda and Finisterre and several other luxury hotels were operating, but they were quiet destination resorts whose guests didn't do much walking about town. And frankly, there wasn't much to see. A few shops sold tourist goods, but not many. You couldn't even buy a decent T-shirt with the words "Cabo San Lucas" on it, for God's sake. The little Mar de Cortez hotel seemed like a remote Yankee outpost. Mornings, many Americans would gather at The Broken Surfboard Tacqueria over plates of *pan frances*.

That November, the outer harbor had about 75 yachts; half sportfishing boats and half sailboats. There were no mooring buoys. Anchored farther out were the crude and banged up Mexican shrimpers. When the Mexican government decided Cabo was to become a tourist center, the shrimpers were 86'd. So was the cannery, which

leaked fish oil all over the harbor.

Our first evening in Cabo, we rowed ashore and walked up the beach to a tent *cantina*. It was dim inside, the illumination provided by two bare bulbs dangling from exposed electrical cords. The aluminum tables had Pepsi logos in the center; the legs of the folding chairs sank deep into the sand floor. The patrons were Mexican fishermen and laborers who obviously lived hard lives. Their eyes were dark, their skin was weathered and scarred, and they spoke in low tones. Taking a seat at one of the tables, the Coast Cruiser wondered if he'd ever live to see the sun rise. This was no Grogging Marlin.

The Coast Cruiser pulled out a cigarette and asked his cruising friends for a light. Nobody had one. A minute later, a big Mexican with brooding eyes approached the Coast Cruiser's table. The Cruiser couldn't tell if the Mexican's big fist concealed a knife or a gun. Actually it was a *book* of matches. Without speaking, the sullen Mexican lit a match and held it up so the Cruiser could get a light. He then pulled out his crumpled pack of smokes, and asked, by gesture, if any of the Cruiser's party would like one. They

declined with a *gracias*. The Mexican nodded and, still unsmiling, walked slowly back to his table.

Meals at the beach *palapas* didn't seem as dangerous, but they were entertaining. Each day the Cruiser would go to a *palapa* run by a world-wise Mexican with a mouthful of gold fillings. Every time the Cruiser ordered from the menu, *Senor d'Oro* would smile and say he didn't have that *day*. Having tried to order tacos, burritos, tamales, enchiladas and tostadas, *Senor D'Oro* finally intervened, and with a combination of hand language and fractured English, told the Cruiser to sit down and he'd bring some food. After about 20 minutes, he brought a delicious platter of lunch to the Cruiser. Despite repeated inquiries, he refused to tell the Cruiser what he'd concocted. Four days in a row the Cruiser ordered off the menu; four days in a row *Senor D'Oro* said he had none; four days in a row the Cruiser was served wonderfully mysterious meals.

In each successive year, Cabo has lost more and more of her mystery. But what she always had and always will have is a wonderful magic. These days you just have to scratch a little deeper to feel it.

— the coast cruiser

WINDS OF CHANGE



LATITUDE/RICHARD

when it opens later this summer.

Naturally, Cabo's tourist and service industries have exploded concurrently with the building boom. There are no less than four VCR movie rental stores in town now, not to mention several car washes, an organic health food store, a moped/ATV ("all terrain vehicle") rental, a brand new para-sailing business, and a whole host of other *gringo*-related enterprises.

Restaurants featuring all varieties of cuisine are popping up almost overnight; the fern bar mentality — formerly confined to the trendy American hangout, the

roof. Welcome to the Hotel California, Baja-style.

As shocking as the changes are to long-time Cabo visitors, one has to keep it in perspective. After all, Cabo doesn't belong to us — it belongs to the Mexicans, who are understandably quite proud of the recent developments. Thanks to the *turistas* and the construction boom, jobs in Cabo are abundant. For the most part, the townspeople are prospering. Recognizing that you can't have a third world slum bordering a world-class resort, Fonatur is paving streets, putting in sidewalks and sewers, and generally upgrading the quality of life for the locals. Not too long ago, the Club Rotario even tossed in some frills: a fountain in the shape of a marlin (Cabo remains, first and foremost, a sportfishing resort) and a statue designed to symbolize the arches.

But what's it all mean to the average yachtie passing through? Given all the above, you might expect that Cabo's gotten a bit pricey lately. It has: if you're a cruiser on a budget, it's not a place to linger. La Paz, two days up the nautical road, is a lot easier on the wallet.

For instance, moorings in Cabo are up to a \$20 a day, or \$300 a month. Alternatives are anchoring out about a half mile down the beach where the moorings end

anchoring in the inner harbor (with the Puerto Vallarta ferry out of business, boats are anchoring there overnight without getting hassled.)

As far as provisioning goes, the selection of staples and canned goods to



LATITUDE/ROB

Preserve your memories...

be found in Cabo is greatly improved these days. Produce, however, is still hit or miss, but hopefully that situation will turn around when the new large *supermercado* in the middle of town opens. But, again, nothing is cheap anymore; almost everything's full California prices. Restaurant prices in particular have skyrocketed: chicken dinners at our old haunts that were \$5 last time are \$7.50 and up now; lobster and shrimp dinner prices have gone from \$10-\$12 to over \$20. Now, you have to pay to stay in Paradise.

Not that people won't: in 1987, according to Fonatur's "Barometro Turistico", a record 1,372 private yachts signed in with the port captain in Cabo. That's not counting the 148 cruise ships, bearing 103,688 passengers, that came through last year, either. Cabo's not exactly a remote frontier town anymore; but it remains the most logical place for sailors to ease into the Mexico mode, learn the ropes, and relax and regroup before heading deeper into the country.

And despite everything, Cabo is still a unique and lovely corner of the earth, just a less innocent one. Hey, who love ya, babe?

— latitude/rkm



LATITUDE/ROB

Giggling Marlin (or, as the yachties affectionately call it, "The Gigolo") — is spreading. There are no golden arches in Cabo yet, just pesky real estate salesmen hawking condos on every other corner, and satellite dishes growing out of almost every

MTV? ESPN? CNN? Playboy channel? No problema — you want it, they got it.

(it's a bit rolly, but you get your money's worth out of the water taxi, \$1 each way per person) or, at least for the moment,

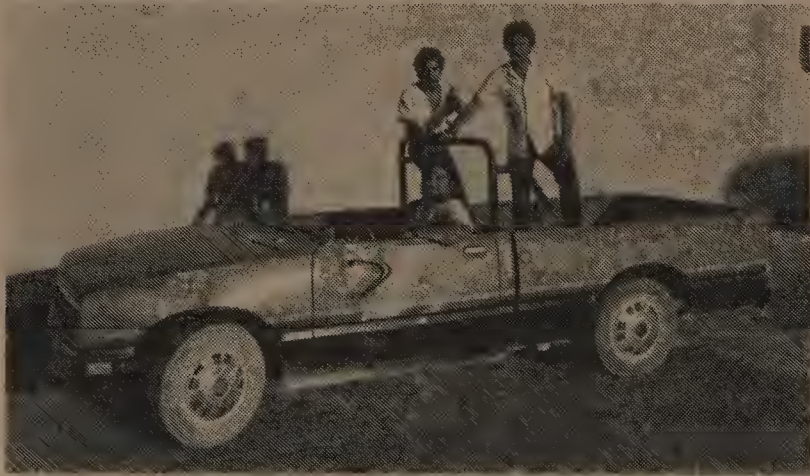
Some Like

the california to mexico

Okay, we'll admit it: we always had this thing about Marilyn Monroe. We saw all of her good movies — *How to Marry a Millionaire*, *The Seven Year Itch*, *Bus Stop*, *Gentleman Prefer Blondes*, *Monkey Business*, and *The Misfits* — and a bunch of her bad ones, too. One of our favorites was *Some Like It Hot*, a 1959 comedy co-starring Jack Lemmon and Tony Curtis. Posing as women in an all-girl band (to escape the wrath of gangsters intent on murdering them), the duo meets our girl Norma Jean, who naturally plays a dizzy blonde. One thing leads to another; love blossoms, and — well, everyone's seen the movie, haven't they?

We liked the flick a lot; in fact we liked it enough to name our "Some Like It Hot California to Mexico Cruiser's Rally" after it. Sure, there are a few movies we've liked better over the years, but who'd want to sail in something called the *Apocalypse Now Rally*? Or the *Road Warrior Rally*? How about the *Last Tango in Paris Rally*, the *Rebel Without a Cause Rally*, or *The Unbearable Lightness of Being Rally*?

We must have picked a good name for it — or are doing something right — because, as of mid-December, 138 cruising boats have participated in the second annual rally. And just what is this SLIH phenomenon, you may wonder? Briefly, the SLIH Rally is a low-key deal co-sponsored by *Latitude* and Papi's Deli in Cabo San Lucas. It runs until February 1; there are no rules, registration or entry fees — all you have to do is sail down to Cabo and check in at Papi's when you arrive. (Heck, you can even motor down —



The quintessential Baja-mobile: Gil's customized "Papi Cruiser".

we signed up half a dozen power boats this month.) Your reward will be a souvenir T-shirt for the captain, a free ice cream cone for the first mate, a chance at winning a bigger prize at Sail Week in March (details of this part of the rally are top secret; even we don't know them yet) and, of course, the certain knowledge that your accomplishment will be immortalized forever in these pages.

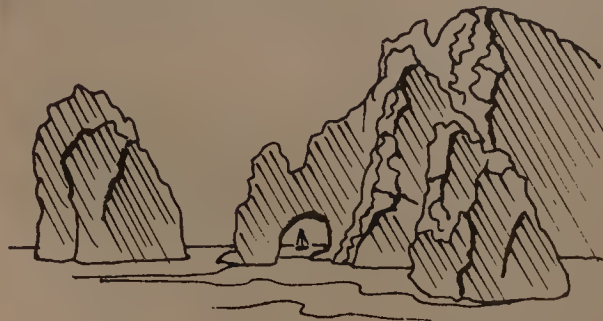
According to Gil and Karen Oyanguren, the friendly purveyors of Papi's, the class of '88/89 has had an easy time of it so far. "Everyone's having a blast," Gil told us on the telephone. "The

weather's been great, and no one's reported any problems on the way down." Gil was pretty excited about a block party they and other merchants were throwing on December 20th, as well as the second annual SLIH Rally New Year's Eve bash at Sr. Sushi's. Given how many cruisers are in Cabo for the holidays, both events should be well attended — in fact, the inner harbor is so jam-packed (because the Puerto Vallarta ferry isn't running) that it's starting to look like a "nautical trailer park".

Still, we'd much rather be there than fighting the daily commuter traffic and wrestling with our monthly deadline. Just typing up the SLIH list up causes our mind to wander to Mexico; it must be time to go cruising again! Fortunately, the Sea of Cortez Sail Week (March 26-April 1) isn't that far away. Anyway, the boats lucky enough to have "liked it hot" this month are listed below in the order they checked into Papi's (the first 16 appeared in last month's *Latitude*). They're listed by name, type, owner, homeport and destination:

17. **Ciel Sauvage**/ trimaran/ Marco Bizier/ Vancouver/ Australia.
18. **Pandemonium**/ NM 66/ Jim Drake/ SF/ Cabo Race.
19. **Stargazer**/ Morgan 38/ Rich Beckett/ San Francisco/ Z-town.
20. **Brigadoon**/ Irwin 34/ Dick Thomas/ Alameda/ Puerto Vallarta.
21. **Pelikin**, 35' cat/ Danny Colston/ San Diego/ "Paradise".
22. **Destiny II**/ Westsail 32/ Charlie Creighton/ Vancouver/ N.Z.
23. **Folie a Deux**/ Sail Cat 36/ Bruce Douglas/ SF/ Acapulco.
24. **Northern Lights**/ Passport 47/ Andre Klein/ SF/ "west".
25. **Paragon**/ Peterson 44/ Dave Gardner/ San Francisco/ "south".
26. **Arietta**/ Standfast 36/ Mark Salmon/ San Francisco/ "???".
27. **Hasty Heart**/ Centurion 47/ Rick Pearce/ SF/ Acapulco.
28. **Anna**/ Lapworth 30/ W. Lindin/ Santa Barbara/ Sea of Cortez.
29. **Pearl Song**/ Swan 36/ W. Newcombe/ Victoria/ Costa Rica.
30. **Blue Jay**/ J-36/ Scott Hansen/ Seattle/ South Pacific.
31. **Morningstar**/ Express 37/ Mark Miltonberger/ SF/ Cabo Race.
32. **Leilani**/ Joubert 41/ Bob Carnes/ SF/ Puerto Vallarta.
33. **Kristyane**/ Fantasia/ David Bryant/ Berkeley/ Acapulco.
34. **Starduster II**/ Slocum 43/ George Street/ Seattle/ Acapulco.
35. **Bittersweet II**/ Tartan 37/ Jack Cohan/ S. Barbara/ The Med.
36. **Brumby**/ 42' sloop/ Humphrey Jones/ Brisbane, Aus./ "???".
37. **Loa**/ unknown/ Dale DeWitt/ San Diego/ La Paz.
38. **Valkyrie**/ double-ended cutter/ Jim Hopkins/ Seattle/ La Paz.
39. **Stardancer**/ Soverel 37/ Roy Theobald/ SF/ Caribbean.
40. **Easy Street**/ 37' sloop/ B. Swain/ Namaimo, BC/ Costa Rica.
41. **Seadater**/ Union 36/ George Anderson/ Portland/ Acapulco.
42. **Vamanos**/ Amazon 44/ Lou Fore/ Alameda/ Acapulco.
43. **Savitar**/ Columbia 38/ Dick Sproul/ Portland/ Acapulco.
44. **Renaissance**/ Islander 32/ Tom King/ Long Beach/ Mainland.
45. **Windwalker**/ Crealock 37/ Harold Trivitt/ Eureka/ Manzanillo.
46. **Pegasus**/ 45' Schooner/ Ed Longwell/ SF/ South Pacific.
47. **Jambo**/ Roberts 45/ V. Werbeck/ Hamburg, W.G./ circumnav.
48. **La Golondrina**/ Coast 34/ Antonio Sanchez/ SF/ Acapulco.
49. **Wildflower**/ Wylie 27/ Skip Allan/ Capitola/ Sea of Cortez.
50. **Nepenthe**/ Folkes 39/ Tom Scott/ Astoria, Ore./ South Pacific.

it's Hot!



cruiser's rally

51. **Annie's Song**/ Valiant 40/ Stuart Yellen/ SF/ South Pacific.
52. **Vectis Dove**/ Vancouver 27/ George Revilla/ Nevada/ "south".
53. **Velera**/ Tartan 37/ Steve Sandage/ San Francisco/ Acapulco.
54. **Saracen**/ Tiburon 36/ Randy Douglass/ SF/ Sea of Cortez.
55. **Island Child**/ Alden Cutter/ Dan McCubbin/ SF/ Acapulco.
56. **Wind Dancer**/ Trumbly 41/ G. Latham/ Newport, Ore./ "west".
57. **Shangri La**/ Waq. 43/ R. Shapley/ Gig Harbor, WA/ La Paz.
58. **Trek**/ Tartan 37/ Don Lofgren/ Seattle/ New Zealand.
59. **Genesis**/ Young Sun 35/ Dan Machlan/ Seattle/ Costa Rica.
60. **El Destino**/ 31 tri/ Kurt Jerman/ San Diego/ Manzanillo.
61. **Calypso**/ 35' sportfisher/ unknown/ C.I. Harbor, CA/ Cabo.
62. **Andale!**/ sail/ Bill Jobe/ San Francisco/ Manzanillo.
63. **Alobar**/ Amazon 37/ John Kidd/ Everett, Wash./ South Pacific.
64. **Saima**/ Cheoy Lee 41/ John Rintala/ SF/ Baha HaHa.
65. **Summer Breeze**/ Morgan 41/ Harold Burre/ SF/ Costa Rica.
66. **Spay**/ Cat. 36/ Joe Real/ N. Beach, CA/ St. Martin, Carib.
67. **Ayesha**/ Cavalier 39/ Mike Hyde/ SF/ "south and west".
68. **Voyager**/ Morgan 41/ Gary Lockwood/ Oxnard/ New Zealand.
69. **Instant Family**/ Slocum 43/ George McCulley/ Lodi, CA/ PV.
70. **Shadow**/ Endeavor 32/ Rick Schweiger/ SF/ "south".
71. **Ambler**/ staysail schooner/ Tom Olson/ Olympia, Wash./ NZ.
72. **Sloop du Jour**/ Hunter 33/ Bill Listing/ San Diego/ Caribbean.
73. **Sea Star**/ Passport 40/ Ed Olander/ Fremont, CA/ Acapulco.
74. **Aida**/ 34' S&S yawl/ Mike Woodbury/ San Francisco/ "open".
75. **Realtime**/ Cal 35/ Norman Radder/ SF/ New Zealand.
76. **Wind Walker**/ Passport 40/ Ed Roberts/ Ft. Collins, Co./ "???".
77. **Epiphany**/ sailboat/ Jack Stanford/ Anchorage, Al./ "???".
78. **Lotus Eater**/ Eric. 35/ Jerry Hammerlets/ Coronado, CA/ HA.
79. **Shearwater I**/ Fraser 30/ Nick Fairbank/ Vancouver/ Carib.
80. **Woodwind**/ gaff ketch/ Bruce Smith/ Gig Harbor, WA/ Bequia.
81. **Grimsby**/ Cal 39/ Greg Gillen/ San Francisco/ Mediterranean.
82. **So. Cross**/ Whiting 39/ P. Russell-Green/ Auckland/ same.
83. **Houding**/ HC 39/ Wayne West/ Tacoma, Wash./ South Pacific.
84. **Bravo II**/ Newport 30/ Carroll Skov/ Santa Rosa, CA/ "south".
85. **Fantasia**/ CT 41 ketch/ Dick Wyatt/ Poway, CA/ "the world".
86. **Windborne**/ Globe 38/ W. Nagle/ Redwood City/ So. Pacific.
87. **Windrifter**/ Westsail 42/ Gene Ford/ Marina del Rey/ Alaska.
88. **Strider**/ trimaran/ Bill Ando/ Los Angeles/ Caribbean.
89. **Thistle Dew**/ Fraser 36/ Ron Barry/ Victoria/ La Paz.
90. **Audrey**/ Westsail 43/ Bill Barnwell/ Juneau, Alaska/ "???".
91. **Discovery**/ C&C 48 custom/ Mike Lewis/ Victoria/ Manzanillo.
92. **Sea Biscuit**/ Passport 45/ Arthur Davis/ Seattle/ "wherever".
93. **Oksza**/ 56' ketch/ P.H. Grabowski/ Discovery Bay/ La Paz.
94. **Weatherly**/ Crealock 37/ D. Grussing/ San Pedro, CA/ Manz.
95. **Suenos**/ 42' Whitby Ketch/ Robert De Haan/ SF/ Z-town.
96. **Pyrogenous**/ Roberts 34/ Gary Koch/ Portland/ "unknown".
97. **Wind Dancer**/ Formosa 51/ Dan MacLean/ S. Diego/ C. Rica.
98. **Daniel K**/ Markos 38/ Vangel Markos/ Vancouver/ The Med.
99. **Sahali**/ 36' sloop/ Barry Wallin/ Vancouver/ "unknown".
100. **Rosie**/ Nordic 40/ Tom Boynton/ SF/ "good times".
101. **Applause**/ 42' Uniflite/ Russ Moss/ Newport Beach/ Cabo.
102. **Berceuse**/ Liberty 458/ John Feeney/ SF/ Costa Rica.

103. **Easy Passage**/ 41' trawler/ Ed Cavanagh/ S. Cruz/ Acap.
104. **Columbine**/ Union 36/ Werner Kraus/ Honolulu/ circumnav.
105. **Pacific Jade**/ ketch/ Jim Lawrence/ Victoria/ New Zealand.
106. **Moondancer**/ 65' Hatteras/ unknown/ MdR., CA/ La Paz.
107. **Gila II**/ Catalina 36/ Otto Eisele/ Ventura, CA/ Sea of Cortez.
108. **Meraiah I**/ sloop/ M. Gradidge/ Nanaimo, BC/ "cruising".
109. **S.V. Windcircle**/ schooner/ Terry Marshall/ Victoria/ "Mex.".
110. **DX**/ Whitby 42/ Ernie Harding/ Nanaimo, BC/ Acapulco.
111. **Antoinette**/ 51' cutter/ Ken Coffey/ SF/ Caribbean.
112. **Eclectus**/ Swain 31/ John Olson/ Vancouver/ Europe.
113. **Watercolour II**/ Alaj. 33/ Rick Cox/ Florence, Ore./ Marq.
114. **Havalah**/ 32' cutter/ George Crooms/ Ventura, CA/ PV.
115. **Foxglove**/ Freya 39/ Roy Jennings/ Port Angeles/ Ireland.
116. **El Gitano**/ Westsail 32/ Richard Path/ Eugene/ "unknown".
117. **Shanmor**/ Cal 30/ Neil royce/ San Pedro, CA/ Acapulco.
118. **Don Quixote**/ Angleman 31/ San Diego/ La Paz.
119. **Alacrity II**/ Globe 41/ J. Scotese/ Redondo Beach, CA/ "???".
120. **Margaretta**/ 49' ketch/ Sidney Messer/ Sausalito/ East Coast.



Rally participant Mark Emfinger (left), Gil and Karen.

121. **Rose I**/ Saturna/ Adolf Boehm/ Vancouver/ Australia.
122. **Friendly Cove**/ Fast Passage/ Don Clyde/ Victoria/ Europe.
123. **Najade**/ 37' Godderid/ Kurt Fuhrich/ Toronto/ So. America.
124. **Donde Va**/ Hans Christian 41/ John Gans/ LA/ Manzanillo.
125. **L'Etoile**/ 68' Trumpy/ Earle Perkins/ San Diego/ Acapulco.
126. **Sweet Loretta**/ Tashiba 36/ Joe Salazar/ LA/ Mainland.
127. **Sunny Feelings**/ cutter/ Pete Termehr/ Victoria/ Mainland.
128. **Ricochet**/ Cal 29/ Rodge Fradella/ N. Beach, CA/ Mainland.
129. **Delphina**/ C&C 41/ David Garrett/ San Francisco/ La Paz.
130. **Queen I**/ tuna boat, Harry Verdin/ Honolulu/ Honolulu.
131. **Free Spirit**/ Spen. 44/ Doug Belsher/ Vancouver/ Acapulco.
132. **Crystal Wind**/ 45' ketch/ M. Vienneau/ SF/ Acapulco.
133. **Spice Sea**/ 32' cabin cruiser/ Hal Pastorius/ Dana Pt./ PV.
134. **Surrender**/ 50' Piver tri/ M. Pearlston/ Petrolia, CA, "South".
135. **Aurora**/ 33' Nantucket Island/ K. Livengood/ SF/ Costa Rica.
136. **Volans**/ Flicka/ William Tiffany/ Seattle/ "south".
137. **Windfall**/ Crela 36/ Bob Cody/ San Diego/ Puerto Vallarta.
138. **Warm Winds**/ Folkes Cutter/ R. Ames/ Vancouver/ Mainland.

GONE WITH THE WIND



White Cloud on the bottom.

LATITUDE JOHN ARNDT

Anything not tied down could and did blow over.

SARAH WRIGHT



Dashing through the blow...

December 14 and 15, 1988: forty-seven years and one week after Pearl Harbor, San Francisco Bay had its own "days of infamy." This time, the enemy was wind.

"We hardly slept at all," says Tim Stapleton, who lives aboard his *Islander 36* in Sausalito with fiancé Karen Munro. "Right before we got off the boat to go sleep in the car, about 3 a.m., I remember looking out the forward port at the boat in the next slip, and all I saw at first was his waterline."

Tim and Karen made the dangerous transfer from the pitching deck to the pitching dock only to find themselves "trapped" by the wildly plunging bowsprit of another boat farther up the finger.

"We watched as it absolutely splintered the guy's custom-made dockbox, then had to time it so we could run past without getting clobbered," says Tim.

Despite their discomfort, Tim and Karen were among the lucky ones. All they lost was a night of sleep. That night and into the next day other boaters lost much more, up to and including their boats,

which for some were their homes — and everything they owned. Like Sausalitan Greg Baker, who spent the day Thursday salvaging gear that floated in from his sunken tugboat home *Kent*. Or the owners of the beautiful ketch *White Cloud*, which went down right at the Marina Village docks with all their worldly possessions aboard.

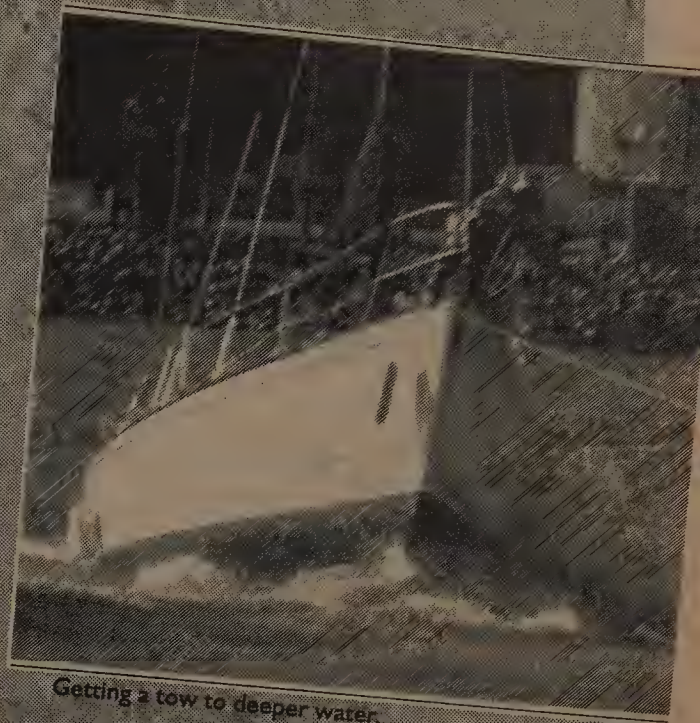
Though no lives were lost along the waterfront, in terms of damage to boats and docks, it was the worst disaster we've ever seen in the Bay Area, worse even than the infamous blow of 1981 that



Walking on water: flotsam from the tugboat Kent.



Wind-whipped chop really pounded exposed docks all around the Bay.



Getting a tow to deeper water.



On the beach — not good, but it's better than sinking.

ALL PHOTOS LATITUDE/JR EXCEPT AS NOTED

closed the Golden Gate Bridge.

The wind started on Wednesday afternoon and topped out early Thursday morning. At its peak, Mt. Tam recorded 92 mph; Mt. Diablo registered 102. At sea level, sustained winds of 40 to 50 mph were common, and gusts over 70 frequent. Says Marin meteorologist Leo Ciolino, "We've never had stronger winds locally."

Cause of the savage northeasterlies was high-pressure air from the Pacific Northwest rushing to fill a low pressure

pocket over the San Joaquin Valley.

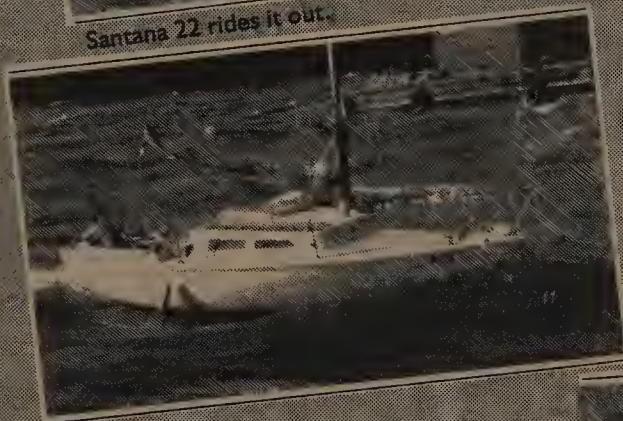
Results were widespread destruction all over the Bay Area: two deaths, up to 300,000 people without power; radio stations knocked off the air; a Fairfield drive-in movie screen blown to bits; 250 calls an hour to local fire departments; Altamont Pass and the Richmond Bridge closed to trucks; Panoramic Highway closed to everybody; airplanes overturned; fires ... it was quite a day. At one point, a frustrated police dispatcher reported, simply, "all the trees are down in Sonoma County."

Along the waterfront, areas open to the Northeast were hardest hit, especially those exposed to any fetch the wind could and did kick up — in the main Bay, Coast Guard boats reported 10 to 12-foot waves, "steep and breaking." The most thrashed of those was Sausalito, where four of the Coastie's five local cutters worked almost all day rescuing people and boats. (Station San Francisco reported more personnel on duty than ever in its history — many of whom voluntarily came off leave and

GONE WITH THE WIND — ALMOST



Santana 22 rides it out.



Triessence broke loose and wedged her port ama under a dock.

LATITUDE/NITCH



Damage was widespread and extensive.

SARAH WRIGHT



No caption needed.

liberty to help out.)

With cleanup still going on at this writing, and damage estimates not yet available, we have no official statistics. But just from what we saw Thursday, we estimate at least 8 to 10 boats were sunk or driven onto the beach; hundreds of feet of docks — many new this year — were destroyed; and boats with significant storm-related damage had to number near 100. That's in Sausalito alone. We've subsequently received news from all over the Bay of additional sinkings, damage to boats and docks, boats blowing off trailers, boats

blowing over in boatyards, boats adrift (including San Pablo Bay's mothball fleet) and so on, but again, no "official" numbers have been released. We'll try to have them by next issue.

One final observation: watching people helping people was every bit as impressive as the wind that emotionally-charged day. Not sailors helping sailors or fishermen helping fishermen. It was everybody helping everybody else. We saw harbormasters and their personnel risk

serious personal injury to secure or re-secure flailing boats. We saw a bunch of people helping Greg Baker pull chunks of his boat out of the water. We saw fishermen and the Coast Guard helping everywhere — towing boats to safety; getting people off boats; securing runaway docks; pulling damaged boats away from each other with their powerful engines

When the film ran out, even a few pencil-pushers were seen to lend a hand. We have the scars to prove it.

— latitude 38/jr



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
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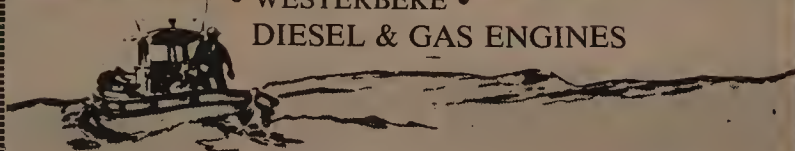
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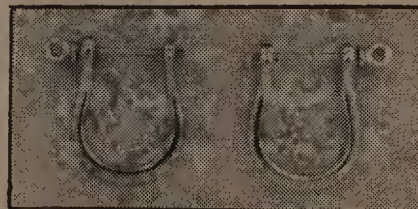
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This month we conclude our annual excursion through the winner's circle by introducing season champions from the OYRA, WBRA, SBRA and the E-22 associations. If you're not up on your acronyms, that means we'll be meeting winners from the ocean, wooden boat, small boat and Etchells class organizations.

First, however, we offer a brief overview of each of these four very different sailing leagues. Then, on the following pages, we salute this third, and final, batch of champions.

Our congratulations to all — see you on the starting line next spring!

Offshore Yacht Racing Association

"What can I say? It was a rough year for us numbers-wise," admits OYRA commodore Franz Klitza, a longtime MORA campaigner with his Santa Cruz 27 *Bloody Mary*. "But I think we may have hit the bottom and we'll be stronger next summer. We've made some changes for next year — such as consolidating the season into eight races and reinstating the crossover fee between Bay and ocean racing — which should bring people back out."

A look at the numbers alone would be enough to convince readers that local ocean racing is tottering on the brink of extinction: the IOR division shrank from two classes to one this year, and the number of qualifiers (boats that raced at least half the schedule) plummeted from 27 to 6. PHRO, which is PHRF racing for boats over 31 feet, likewise dove from 35 to 11. MORA, for PHRF boats under 31

The statistics are misleading, however, when one realizes that this year — as opposed to last — there was no crossover fee allowing Bay racers to sign up for the ocean series for only \$25 or so more. Rather, it was decided to make racers pay the full \$150 for the entire season, or let them enter individual ocean races for \$32. Given the option, many sailors obviously decided to do other things besides full-blown ocean campaigns. "The actual number of boats that started races didn't decline all that much," says Franz. "They just did less races, and most failed to qualify. The races in the beginning of the season — the Lightship Race, Half Moon Bay, and the Farallones Race — were actually pretty well attended."

One group, IOR, has taken some drastic measures to reverse their downtrend. They'll be racing under IMRDA (essentially IMS racing for IOR boats — see *The Racing Sheet*) and have come up with a seven race, two throwout, schedule of weighted ocean races which will collectively be known as the Danforth Series. Other groups have made more subtle changes, such as reverting the Corlett Memorial Day weekend regatta back to a three legged affair going to Drakes Bay, then to Half Moon Bay via the Farallones and then home.

For more information on OYRA, call Klitza at (707)-644-0456 (o) or (415)-644-



Wooden Boat Racing Association

"No news is good news," says Tom Allen, an IOD sailor who has been president of WBRA for the last 14 years. "We've been holding steady at 70 boats, give or take a few, for the last 15 years." Allen doesn't see any changes for next year's WBRA format, other than rescheduling the regatta that traditionally conflicted with the Vallejo Race: "We used to enjoy having the Bay to ourselves that weekend, but now find that a lot of folks would rather enter the Vallejo Race."

Flexibility like that is one of the reasons for WBRA's continued success. Originally called KIF (Knarrs, International One Designs, Folkboats), WBRA became a chartered YRA group eight years ago, picking up the Birds and the Bears in that process. Other woodies, such as Thunderbirds and Golden Gates, were considered briefly, but it was decided to keep WBRA relatively small so as to be able to get off multiple starts each race day.

Being able to keep each of the five



LATITUDE/RICHARD

feet, skidded from 38 to 19. The two other ocean racing groups exist essentially only on paper: SSS, which is single and doublehanded sailing, and BAMA, for multihulls, fielded an average of one boat apiece on the starting line.

9582 (h). For specific information on IMRDA call John Clauser at 443-6499; for PHRO, call Alex Malaccorto at (408) 432-4545; for MORA, call John Dukatz at 972-2173; for SSS or BAMA, call Peter Hogg at 332-5073.

SEASON CHAMPIONS



LATITUDE JOHN R.

The Etchells 22 fleet: the most competitive sailing on the Bay? Left, wet fun on a 505.

segments of Woodyland happy means that the Bears and the Folkboats get shorter courses than the other three classes, and that the Birds only race one race a day. "We must be doing something right," says Allen, who notes that the Birds, the oldest one-design fleet on the Bay, are actually experiencing a small revival lately, and that the core KIF group each have their own one-design classes in the Golden Gate midwinters. The Wednesday night woody races put on by Golden Gate YC also continue to draw well.

The boats are getting older — "they're expensive to maintain and hard to insure," admits Tom — but WBRA seems to be holding its own quite nicely. To learn more about WBRA, call Allen at 474-7474.

Small Boat Racing Association

"It was a weird year for SBRA," allows Scott Rovanner, a Fireballer and perennial SBRA board member. "We had 280 boats register — up from 260 last year

— but not nearly as many racing in the individual regattas. We'd have some regattas where only ten boats would show up, and others, like the popular Clear Lake Regatta, where we'd get 150."

Attendance in the 13 SBRA divisions (14 if you count the "open" class that is the final resting place of dinghies that have lost their start — boats like the Finn, Wing Dinghy, Sunfish, 470, etc.) was spotty. In fact, five of the 13 classes failed to field the requisite 5 boats on the line in 60% of the races. However, the five truant classes (the popular FJs, which overextended themselves with a 30-race schedule, 505s, International 14s, Thistles and Lightnings) are all on probation next year, rather than lose their starting status. "We aren't in a position to toss any classes out," figures Scott.

To combat the decrease in participation, the SBRA board recently decided to, in Rovanner's words, "get out the knife and carve away the unpopular regattas. Next year, the SBRA will be going for quality, not quantity." The schedule for the strong Division A (El Toros, Jr. and

Sr.) remains at 8 regattas; Division B (Thistles, Lightnings, Snipes, Lasers, FJs and Day Sailors) will be cut back from 11 regattas to 5; and the high performance Division C (505s, I-14s, Fireballs, Lasers IIs and Contenders) will go from 7 to 3 races.

Other changes for next year include reducing the season entry fee from \$25 to \$20, and eliminating the \$5 per regatta "drop-in" fee. Next year, it'll be \$20 whether you race one race or the whole season. "We hope that by concentrating on the really high octane races — such as Richmond YC's season opener — everyone will turn up," says Rovanner, who can be reached at 939-4069 for more information about SBRA.

Etchells 22

In the scheme of Bay Area sailing associations, the Etchells class is an anomaly — they are literally organized and powerful enough to be in a class by themselves. According to John Ravissa, who is the international president of the 900-boat worldwide organization, "When we got going on the Bay in 1975, we dabbled in SYRA for awhile before going out on our own. YRA wouldn't have us because we didn't have self-bailing cockpits; later, they wanted us — but we didn't need them by then."

These days, the local fleet — now 37 strong — is led by an eight-man "steering" committee chaired by Hank Easom. According to John, "This system has worked out a lot better than the one-person 'fleet captain' approach." Their season consists of 27 races (7 throwouts), many of which occur on six different weekend regattas. With the exception of a North Bay regatta put on by the Marin YC, the Etchells fleet only allows three yacht clubs to host their regattas — St. Francis, San Francisco, and Richmond. To say that they have clout in the local sailing community is an understatement.

The centerpiece of this year's season was the Volvo Regatta, which doubled as the Etchells PCCs. Next summer's highlight will be the Worlds in August in San Diego. "The fleet is really healthy worldwide; they're building 22 boats a year in Australia, and cranking them out in Southern California, Ontario and other places," says Ravissa. The Etchells are obviously pretty healthy locally, too: in fact, Marblehead, Mass., and San Francisco Bay are generally considered the two hotbeds of E-22 racing in this country. For more information on the Etchells class, or to borrow the free Etchells promotional video, call Ravissa at 388-6755.

— latitude/rkm

PHRO
"Blitz"
Express 37



LATITUDE/ROB

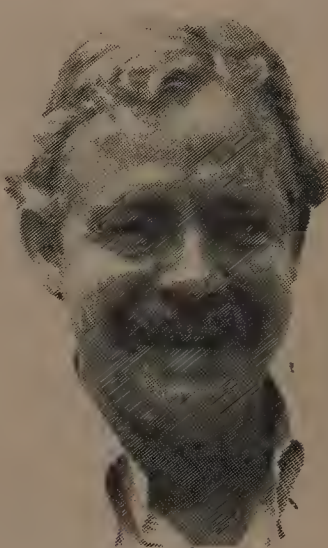
George Neill
Richmond YC

George Neill "blitzed" the PHRO fleet in the ocean this summer, winning the first half of the season and then — after missing the Ocean-Vallejo Race due to a conflict with the Catalina Race — rattling off three straight bullets to take third in the second half. Neill also competed in the Express 37 ODCA class, where he finished mid-pack for the season, the Catalina Race, and the Express 37 Nationals.

Somehow, Neill also finds time to be a family man (he's married with two young children), a vice president of a manufacturing company in Sacramento, and commodore-elect of the Richmond YC. He commutes down to the Bay to go sailing almost every weekend ("It beats raking leaves!"), and particularly looks forward to the ocean races. "I enjoy the ocean more than the Bay: it's never the same twice, and there's a subtle sophistication to ocean racing that you don't find crashing around the buoys."

George, who previously owned a 15-foot Albacore and a Cal 29 called *Gusto*, is quick to credit his crew, who he modestly claims is teaching him rather than vice versa. "It's a fun group. We win some of the races, and all of the parties," laughed George. The *Blitz* bunch included the hot afterguard of Jeff Gething, Jack Adam, Greg Palmer, and Bill Riley. The rest of the crew included K.J. Harris, Tim Gulley, Sandy McGehee, Dawn Owens, Gary Watson, Carl Wolfersberger and Jim Macemon.

IOR
"National Biscuit"
Schumacher 35



LATITUDE/ROB

Colin Case
San Francisco YC

"We always take along our green felt and dice when we race in the ocean," laughed San Francisco architect Colin Case, whose *National Biscuit* won the spring Danforth Series and came in fifth in the fall Gulf of the Farallones Series (due to missing half the races). "You never know what you'll get in the ocean: we had everything from drifting matches, such as the start of the Lightship and Farallones races, to howlers, like coming back from Half Moon Bay in the spring. The changing conditions put a real premium on tactics and the ability to change gears."

Case should know: he's been sailing for over 30 years, beginning with OK dinghies, Snipes and Sunfish on Long Island Sound. He's spent the last 15 years sailing in the Gulf of the Farallones, campaigning other people's boats as well as his two previous ocean racers, *Felony* and *Second Offense* — both Carl Schumacher designed MORA boats — prior to the *Biscuit*. "Experience counts for a lot out there," figures Colin, who particularly enjoyed this summer's Drakes Bay Race ("our annual BTYC cruise") and the windy Catalina Race.

Colin sails with a crew of eight in the ocean, drawing from a crew list of over 20 people. "Carl Schumacher and Esteban Badell were key players in the afterguard," said Colin. Next year, Case plans to "cut back a little" from his current 40-plus race schedule — "It was a hectic summer!"

MORA
"Bloom County"
Mancebo 30



LATITUDE/ROB

Mark(l) & Carl(r) Ondry
Sequoia YC

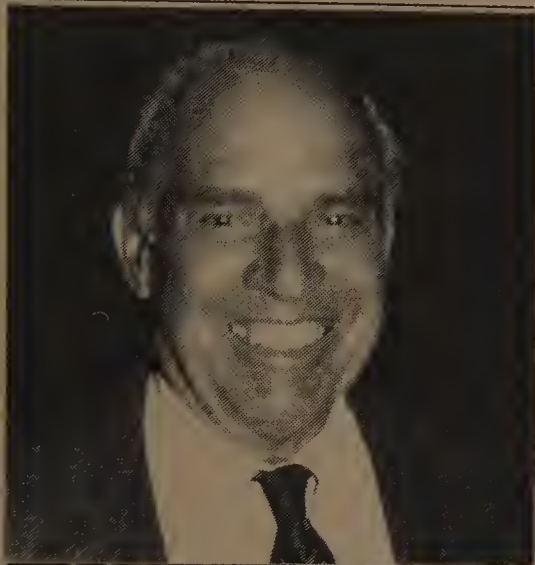
The father/son team of Carl and Mark Ondry did another horizon job on MORA this year, winning the spring series for the third year in a row and the fall series for the second. This is also the second year in a row they've beaten the dwindling MORA fleet overall in their five-year-old Mancebo 4,400-pound "maxi-MORA" boat. The Ondrys have sailed ten straight MORA seasons (the prior five were on *Wildfire*, their Yankee 30) and obviously have the "mid-get ocean" pretty well dialed in. "I think only Franz Klitza (*Bloody Mary*) has sailed more MORA races than we have," says Mark, a sailmaker with Pineapple Sails.

Mark's also a member of the MORA and PHRF boards, though his father, a Redwood City pharmacist and former commodore of MORA, swears that's not why they won. Both Ondrys attribute their repeat performance to "finally finishing off the boat" and to their steady crew: John Dukat and Pam Eldredge (Mark's girlfriend) on the foredeck, and Chris Peterson, Paula Klipfel, Kim Desenberg and designer Dave Mancebo in the cockpit. Also onboard for every race were Bill the Cat and Opus — both stuffed animals that live in the tie rods below — and Oliver and Binkley, which are the #1 and #3 respectively.

Mark, *Bloom County*'s primary driver, said "It was a beautiful year in the ocean... really easy on the boat." He added, "We go out there to have fun. We'd probably do worse if we took it too seriously!"

SEASON CHAMPIONS

**WBRA
"Trigger"
Bear**



LATITUDE/ROB

**Scott Cauchois
San Francisco YC**

Scott Cauchois won the Bear class for the "sixth or seventh" time despite being dismasted when *Trigger* was rear-ended at a mark rounding during the St.FYC Woody Invitational. The accident used up all of Cauchois' throwouts, but he nevertheless won the title comfortably. "We won because we know the boat inside-out, and because of a good steady crew," says Scott, who is still happily working for a San Francisco insurance business despite being four months shy of his 70th birthday.

He's not kidding about knowing *Trigger* well — he's campaigned his 50-year-old Bear for 31 seasons in a row! To celebrate *Trigger*'s golden anniversary, Scott — *Trigger*'s fifth owner — is having her overhauled by Sausalito master craftsman Dick Delsino, who also built the new spruce mast. Her hull is being refastened, six planks are being replaced and many ribs are being "sistered" so that his "absolutely marvelous" crew — John Kempf, who's been with Scott for 24 years(!), and Scott's 41-year-old son Gage — don't have to pump the bilge during races anymore.

Cauchois obviously loves *Trigger* — and wooden boats in general — despite his observation that "you seem to spend an hour of work on the boat for every five minutes you spend sailing!" This is only the second boat he's ever owned: the first was a wooden 16-foot gaff-rigged sloop he got when he was a youngster growing up on the south shore of Long Island.

**WBRA
"Folksong"
Folkboat**



JOHN ARNDT

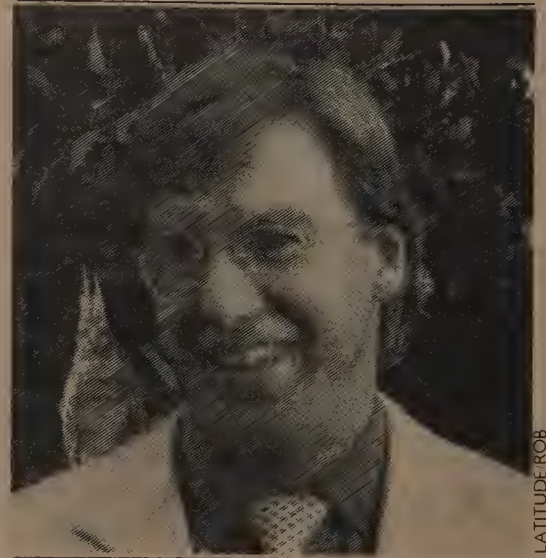
**Michael Waldear
Golden Gate YC**

This was Alameda cabinet maker Mickey Waldear's fourth Folkboat season championship: once as crew for his father Gordon, who he co-owns *Folksong* with, and three times as skipper. It's also probably his last: he just bought a Knarr, *Kestrel II*, and his wooden Folkboat — which has been in his family 20 years — is reluctantly up for sale. "I've been sailing Folkboats for 25 years," says Waldear. "I've done the Worlds three times in Europe, cruised *Folksong* to the Delta half a dozen times, you name it. I love the boat and the class, but it's time for a change."

Mickey bought the Knarr in partnership with his crew of eight years, Bob Frey and Richard Kjelland. "We get along really well in the boat, and they don't need me to win," claimed Waldear. "I was too sick to go out for one race this summer, so they went out and won without me!" The trio also didn't fold under pressure: after a slow start (two DNFs and a bad finish), they got serious. Waldear purchased a new Shore mainsail, and they started their comeback, scoring a second in the Volvo Regatta — "that was the turning point."

Ultimately, their season championship was decided on the last leg of the last race: after chasing their friendly rival Jerry Langkammerer the entire race (and breaking their whisker pole in the process), they snuck by him at the last mark for the victory. It was a fitting way to end a distinguished career in the Folkboat class.

**Etchells 22
"Mr. Natural"
(aka "Horseless Headmen")**



LATITUDE/ROB

**Bill Barton
San Francisco YC**

Bill Barton grew up sailing Blue Jays, Lightnings and the family IOD at the American YC in Rye, N.Y. Later, during his years as a sailing instructor on Long Island Sound, he used to borrow Etchells #1 — "the original wooden hull" — from designer Skip Etchells himself. Bill also crewed a lot on big boats, often with his older brother, Bob, who founded Horizon Sails. After school, Bill migrated to the Bay Area in 1971, where he did the grand prix circuit for the following ten years: nine SORCs, the *Improbable* and *Imp* world tours, etc.

In 1981, Bill shifted back into one-design racing, and with the exception of a 1984 Olympic Soling bid with Jeff Madrigali, he's concentrated on E-22s ever since. Barton sailed different E-22s almost every year, winning the class championship as crew for John Bertrand in '81 and then skippering *Fine Line* to a win in '83, before storming to a 38-point victory this year with his chartered *Mr. Natural*. Bill is in the process of buying the boat, which is named after the habitually stoned 60's underground comic book character ("just passin' through"), from owner Kent Massey.

Barton, a psychotherapist in San Francisco who is earning a PhD in his "spare" time, sailed with "some really excellent crew" this summer — his main man, bow man Jim Barton (no relation) and seven different middle men, including Bob Billingham, Matt Ciesicki, Mike Herlihy, and Russ Silvestri.

OYRA/SBRA/WBRA/E-22 SEASON CHAMPIONS

SBRA El Toro



LATITUDE/JOHN R

Steve Briggman San Jose Sailing Club

Steve Briggman, a 29-year-old engineer from Sacramento, won the El Toro Sr. title on the last day of the season over early leader Aad Rommelse. "It was really close between us; it could have gone either way," allows Steve, who has won the senior title twice before. He's also won the junior title once and the intermediate title (now defunct) twice.

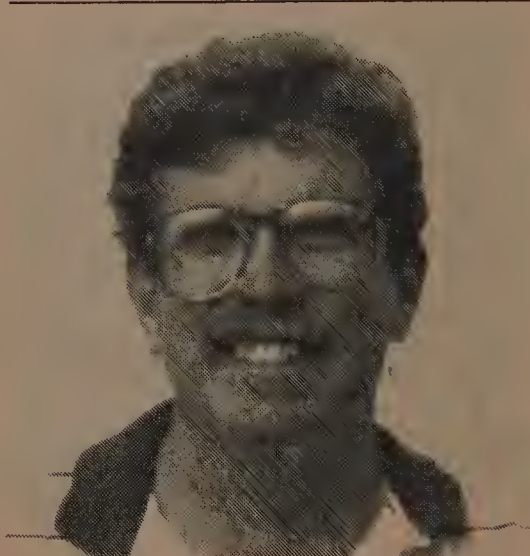
Briggman's done 16 straight seasons in the 60-pound cartopper, and isn't about to stop now. "I live too far away from the Bay to have any other type of boat; besides, I like the freedom of deciding that morning if I feel like sailing," he claims.

Like many sailors, Steve was introduced to the sport by his parents. "My dad made a bunch of El Toros for our family, two of wood and four of glass. At first, I just messed around on shore with my friends while everyone else sailed. Then, one day in 1973, there was no one left ashore to play with, so I started racing..."

Steve is now on his second El Toro, also homemade, and fifth Jotz sail. He also owns a seldom-used FJ, and at one point sailed Banshees. But he keeps coming back to the El Toro, "for the competition and the camaraderie." Remarkably, he's done every Nationals since '73, always placing in the top ten and winning it once, in Virginia in 1984. He came in ninth in this summer's NAs in Washington, after which he drove through Canada for two weeks, stopping often to sail his Toro.

2) Aad Rommelse, RYC; 3) Walt Andrews, FSC. (35 entered)

SBRA Fireball



COURTESY C. PEREZ

Craig Perez Richmond YC

Craig Perez loves Fireballs: he's a past national champion (as crew for Steve Smith in 1987); he's won the SBRA title two years in a row; he's owned two 'Balls; he's the current commodore of the U.S. Fireball class; in his capacity as director of the Sacramento State Aquatic Center, he teaches sailing in Fireballs; and, along with his friend Scott Rovanner, he's spearheaded the Bay Area Fireball revival.

After owning a Banshee for two years, Craig bought his first Fireball in 1975, while he was still in college, "because it looked like a fun boat for Ann and me to sail. We were blown away at first, and spent most of the next three years upside down!" Craig and Ann — then his girlfriend and now his wife — have come a long way since those days. After a brief stint in 505s ("Ann just wasn't big enough"), they purchased their second Fireball, a Steve Smith wood-built beauty, three years ago.

"Now we love heavy air," claims Craig. "Ann's a great crew — I don't need to pay any attention to what she's doing up there; it's totally automatic." When Ann, a high school vice principal, had to get back to work in the fall, John Zschokke helped Craig finish off the winning season.

According to Craig, "Fireballs are coming back. After the '84 Worlds on the Bay, the fleet dwindled. We bought ten used Fireballs for the Aquatic Center, and used them to teach in. Now, alumni of our program are buying their own Fireballs!"

2) Scott Rovanner, DSC; 3) Chip Hellier, BeYC. (17 entered)

SSS

1) Nidaros II, Santana 30/30, Bjarne Junge, AYC; 2) Tianui, Newick 40 cat., Peter Hogg, SSS; 3) Echo, Wylie 34, George Kiskaddon, RYC. (8 entered)

Danforth Series (IOR Spring)

1) National Biscuit, Schumacher 35, Colin Case, SFYC; 2) Petrified, Burns 30, Levin/Moss, EYC; 3) Wildfire, Ranger 37 mod., John Clauser, BYC. (5 qualified)

Gulf of the Farallones (IOR Fall)

1) Leading Edge, Wylie 34, Joe Starritt, TYC; 2) Annalise, Wylie 34 mod., Paul Altman, IYC; 3) Great Fun, Davidson 50, Stan Glaros, GYC. (5 qualified)

MORA Light Division Overall

1) Bloom County, Mancebo 30, M.&C. Ondry, SeqYC; 2) UXB, Express 27, Pat Strange, RYC; 3) Bloody Mary, SC 27, Franz Klitz, RYC

MORA Heavy Division Overall

1) Animal Farm, Wylie 28, Rod Philbbs & Sons, TYC; 2) Candace Ann, Islander 30 MK. II, Mark Melson, SSC; 3) Summertime Dream, Schumacher 26, Corry Cook, CSC

WBRA

BIRD — 1) Kookaburra, Jim Van Dyke, StKSC; 2) Kittywake, Lowden Jessup, SYC; 3) Swallow, Robert Copple, SFYC. (10 boats)

KNARR — 1) Lykken, Bob Fischer, SFYC; 2) Kestrel II, Hans Williams/Wayne Stranton, StFYC; 3) Silk Purse, Mark Adams/Matt Blake, RYC. (29 boats)

IOD — 1) Profit, Henry Mettler/Jim Poorman, SFYC; 2) Bolero, George Degnan, RYC; 3) Accounts Payable, Richard Pearce. (8 boats)

SBRA

EL TORO JR. — 1) John Walsh, RYC; 2) Rebecca Harris, RYC; 3) Melina Hoyer, RYC. (12 entered)

THISTLE — 1) Ron Smith, SJSC; 2) Tom Burden, SJSC; 3) Jim Marazzo, SJSC. (14 entered)

LIGHTNING — 1) Mike Molina, RYC; 2) Bruce Arnold, RYC. (7 entered)

LASER — 1) Edward Bass, RYC; 2) Jack Gross, DSC; 3) Adam Glass, SCYC. (51 entered)

FJ — 1) Dave Wallace, FSC; 2) Ken Munro, StFYC. (45 entered)

DAY SAILOR — 1) Steve Flock, SRSC; 2) Mike Severson, SRSC. (13 entered)

I-14 — 1) Kers Clausen, RYC; 2) Earnest Beltram, RYC; 3) Tom Edwards, RYC. (19 boats)

LASER II — 1) Bart Harris, DSC; 2) Matt McQueen, RYC; 3) Gary Bergero, DSC. (16 entered)

CONTENDER — 1) Rich Miller, OSC; 2) Gil Woolley, PAYC; 3) Kirk Price, CSC. (10 entered)

SNIPE — 1) Rich Bergsund, SFYC; 2) Mark Rastello, StFYC; 3) John Kelly, RYC. (22 entered)

WYLIE WABBIT — 1) Melinda Groen, RYC. (5 entered)

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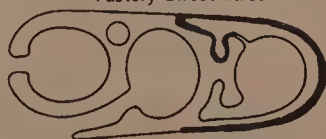
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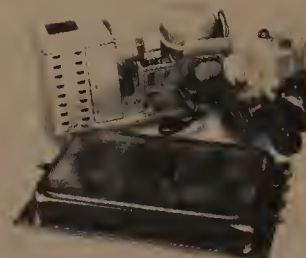
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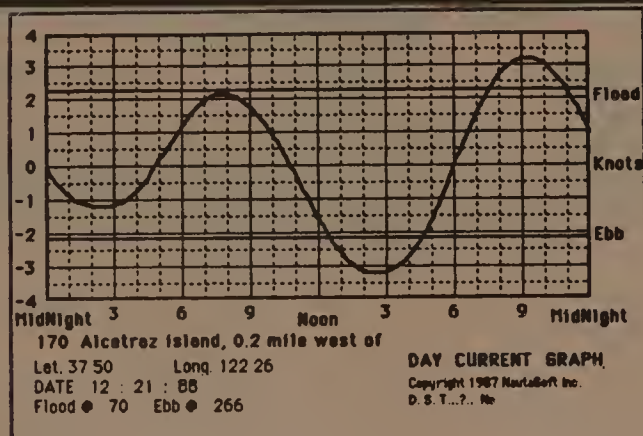
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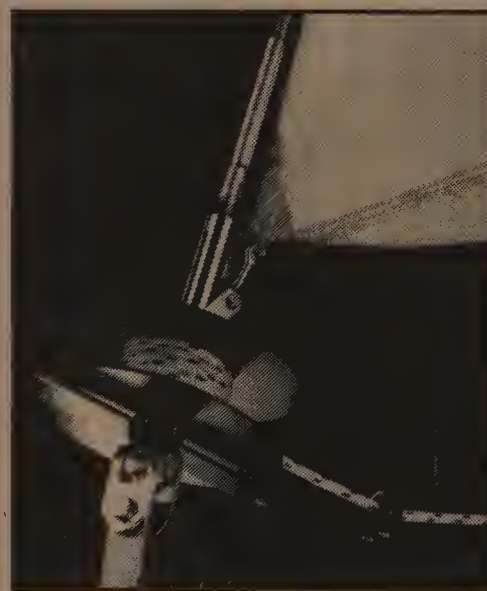
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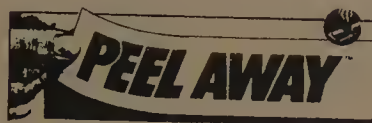
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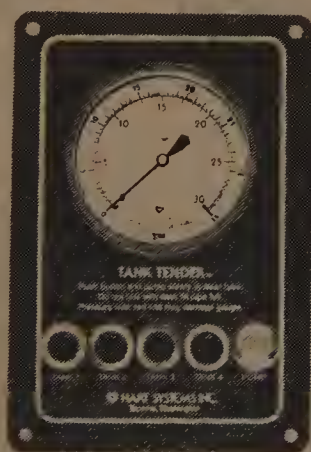
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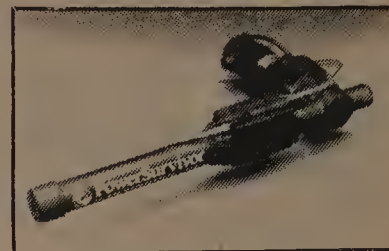


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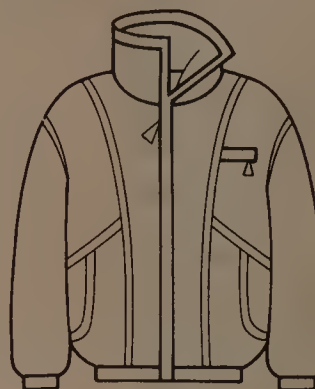


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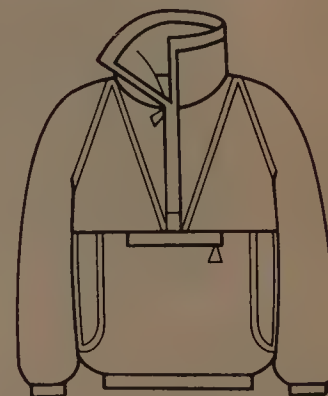
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Most of this month's reports are about chartering in **Greece**, certainly one of the most beautiful places to sail in the world. We also have quick accounts of chartering in **Belize**, **St. Lucia**, **Yugoslavia**, and the usual **charter notes**.

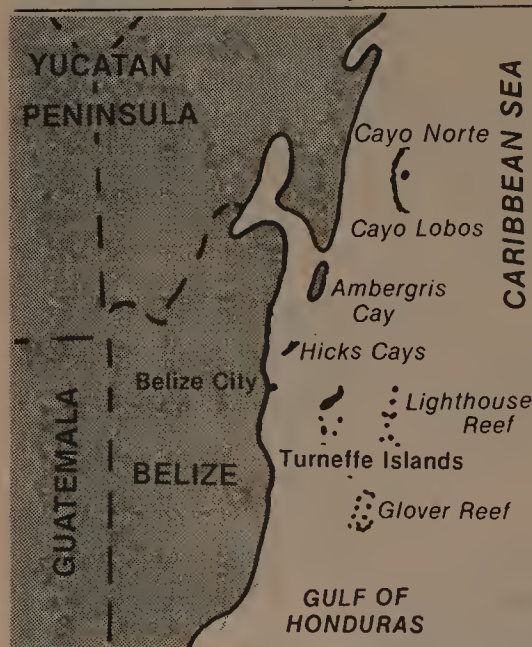
'Best of Nominations

Having completed my 14th bareboat charter last July in the Grenadines, I can testify that chartering not only gets you all over the world, but exposes the skipper to a wide variety of boats and sailing conditions. It has hopefully prepared me for cruising full-time in less than two years from now. The highlights of my experience include:

Best Charter Operations, Ground Support and Nicest People. I have four nominations:

Sail Belize certainly ranks up there, sending a chase boat out 40 miles from base — even when we didn't ask for help — after we reported we had run out of diesel. Perfectly willing to sail the Irwin 41 off anchor and continue blithely on our way, they showed up with fuel unasked!

I should also report that Belize has perfect cruising waters behind the 100-mile long barrier reef. It features 20 knot trades, better snorkeling and scuba diving than found most anywhere, and a three-tail lobster dinner for \$2.50 (Caye Caulker).



Belize: "perfect cruising waters behind the 100-mile long barrier reef."

I also want to brag on behalf of G.P.S.C. from whom we chartered two Hardin 45s for three weeks in Greece. The

owners joined us to show us out-of-the-way sights and restaurants all through the Cyclades. I do caution everyone going to Greece about the *meltemi* winds that sweep out of the north at 30 knots and more for good parts of the summer. My 15th — and last — charter will be with G.P.S.C. out of Split, Yugoslavia in May of this year.

I can also highly recommend *All Aboard Charters* in Bellingham, Washington, an operation efficiently and cheerfully run by Chuck Lind. Also *Bimini Yacht Charters* of St. Vincent for a cruise down through the Grenadines to Grenada and back.

Nominations for Best Places to Sail:

Turkey, especially Bodrum to Antalya.

The Bahamas, for sharpening skills in how to get off hard ground.

St. Martin / St. Barts / Saba, for the incredible cuisine, scuba and plain exhilarating sailing. (No charter company will ever knowingly allow you to sail into the little harbor on the south end of Saba, for good reason, although we went in and out unscathed).

The U.S. and British Virgin Islands, for pretty and easy sailing.

Mexico, for having exquisite anchorages all to yourself for weeks on end — as most of your readers already know.

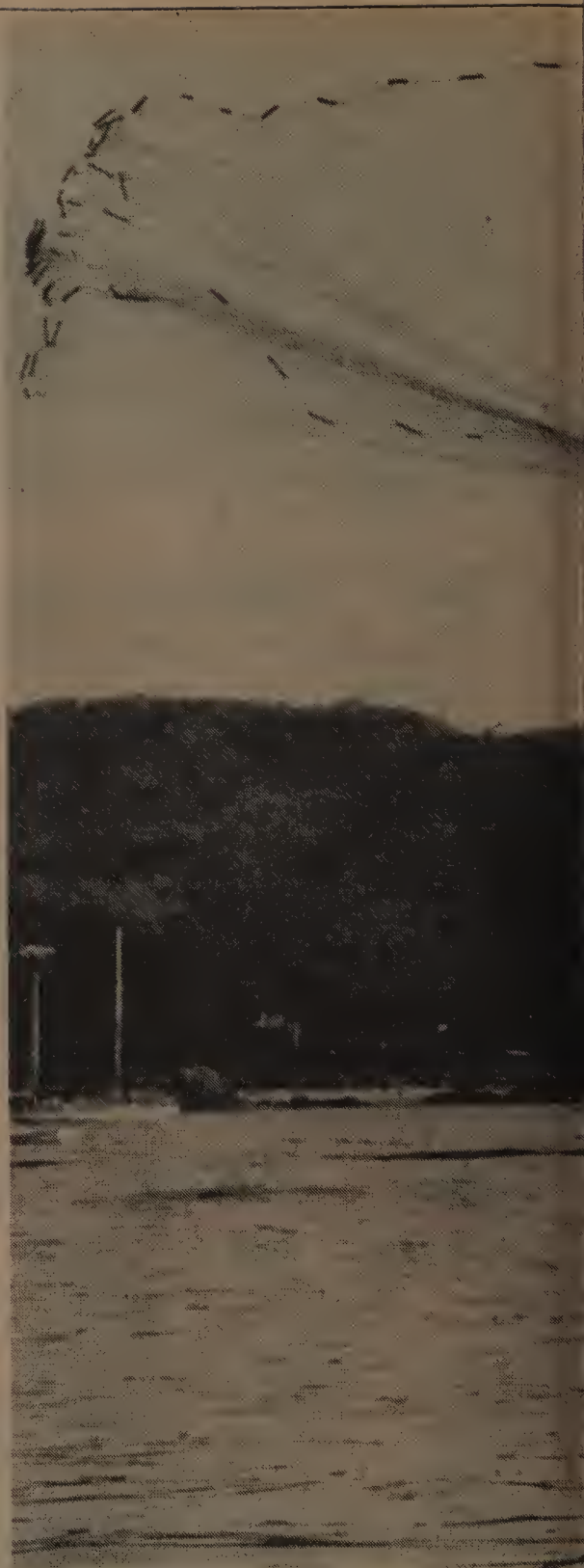
Come to think of it, I'd nominate just about any place where there's warm water and a boat to sail it with. I could go on and on, and perhaps already have.

— David Rich
Phoenix, Arizona

The Big Prize

My friend and I had made plans to charter a boat out of San Diego on September 25 — I had already chartered boats down there twice before. But lo and behold, I won \$10,000 on a slot machine in South Lake Tahoe where we live. So I immediately called The Moorings and made reservations to charter out of St. Lucia the same dates we had originally planned for San Diego. I didn't even remember it was hurricane season.

As it turned out, we had very little trouble with the weather and the sailing

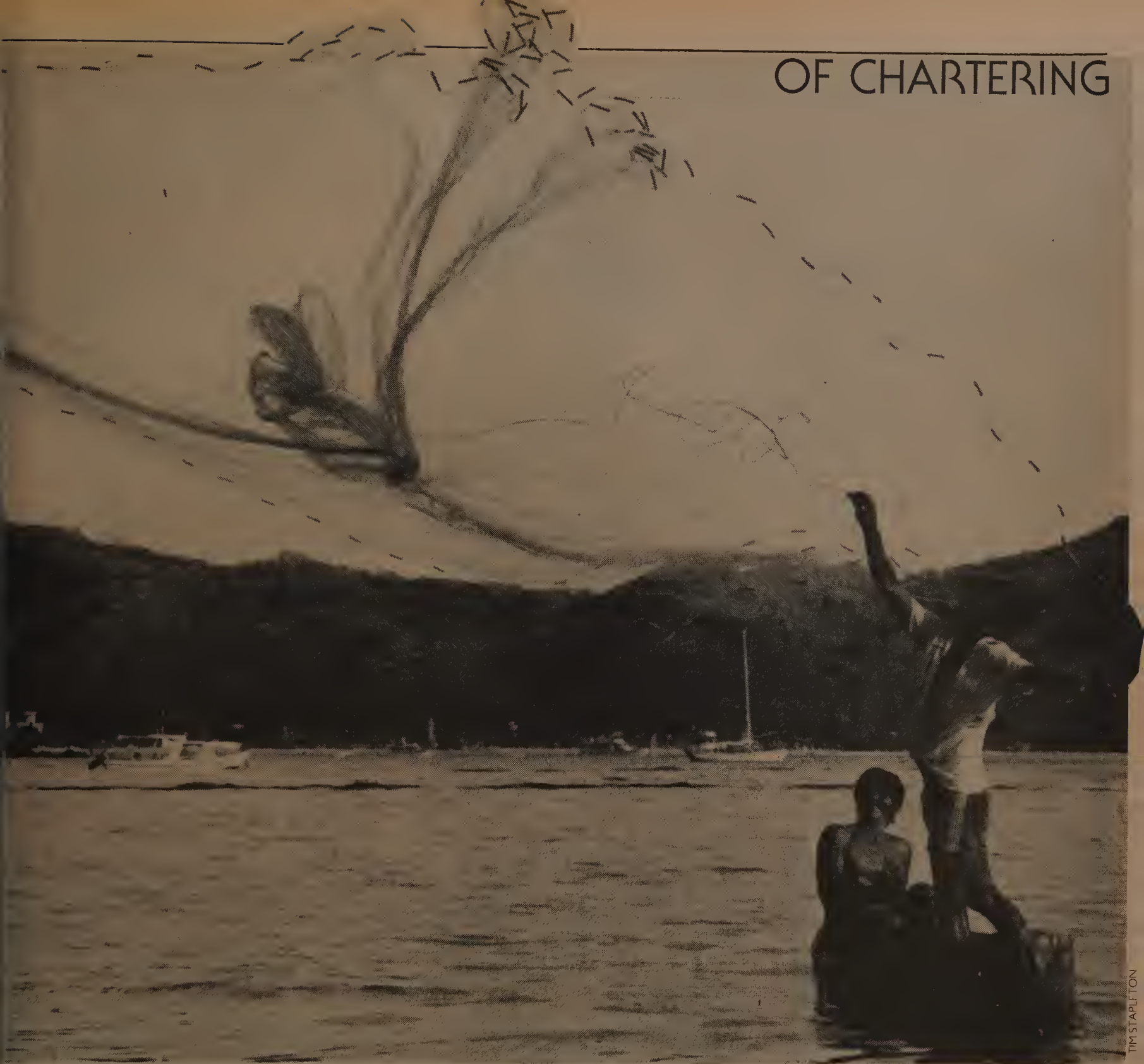


was outstanding!

The worst part of the trip was getting there. It took two days as we had to layover in Miami. When we did get to St. Lucia, it was dark and we still had an hour cab ride on a rutted road to get to Marigot Bay. But when we finally checked in, we were impressed. It's one charter location I would not hesitate returning to.

The next morning, after orientation and Customs, we were taken to our boat, a Moorings 43. Once again we were impressed; the largest boat I'd previously sailed on was a Catalina 34 out of San Diego. We checked out the boat and food, bid farewell and took off on a wonderful ten day sail.

The only trouble we had with the boat was a broken alternator belt, which we replaced; and the refrigeration, which went



TIM STAPLETON

out after three days. We had to buy ice, but The Moorings reimbursed us.

All in all, we had a ball. We'll continue to charter — next time in the Med.

— Don Carlton & Mary Johnson
South Lake Tahoe

Greasing Greece

Recently a reader wrote to *Latitude* regarding chartering yachts in Greece. I would like to offer a non-recommendation and account of our recent experience there.

Our group had bareboat chartered in the Virgin Islands and the Grenadines before, and we wholeheartedly agree with the fine recommendations that were recently given in your pages to the Bimini operation on St. Vincent.

As for our trip to Greece, we

Belize? Greece? No, just some fishermen catching dinner near Manzanillo.

negotiated the charter of an Express 47 [Editor's note: this boat is not related to the Express line that was built in Santa Cruz] out of Pireaus through the Greek Private Sailing Club. As we clamored aboard full of enthusiasm and spirit (but slightly hung-over from partying half the night in Athens), we were willing to overlook the shabby state of our home for the next two weeks. The boat was six years old going on 16, and not very clean. During our hastily completed checkout, only one bilge cover was raised, and it revealed a dry bilge. The boat did have a strong odor of diesel below, but we were told that it was the result of the tanks having been just filled and some fuel spilling overboard. The

smell was supposed to go away as soon as we left port.

After sailing for three hours and still smelling the foul odor, I began pulling up the floorboards. I discovered diesel fuel leaking into the bilge at about a quart an hour, along with an equal amount of water. The bilge pump, being located aft at a higher elevation, was useless in the lowest part of the boat (under the salon). The result was oily bilge water sloshing all over the cabin floor during sailing.

We made a couple of phone calls to the Pireaus office the following day (Friday), but only got an answering machine that informed us that the office would be closed until Tuesday (Monday was apparently a Greek holiday).

Other problems vainly tried to dampen our spirits. The water from the tanks, for

THE WORLD



example, smelled like rotten eggs. The drains didn't work, nor did the knot log — even after I cleaned the three-year growth off the transducer propeller. There was an 18-inch rip in the leech of the smaller jib, which we unfurled only once. But most importantly, the refrigerator, which would not keep ice, got weaker and weaker. It finally died completely on the last day during a 112-degree heatwave.

It was only the fun-loving and easy-going nature of our crew that permitted us to overlook these problems and have a truly great time visiting the Greek islands. We chose to sail among the Cyclades group, which saw very little wind in early July. Thus we motored a lot. During our travels we saw only two other G.P.S.C. boats; both were in about the same condition as ours. But we did see many other Jeanneaus and Beneteaus chartered from other companies. We had been told that roller furling was not popular in Greece, but virtually all of the boats we saw from other charter companies had roller furling headsails.

By the time we made our phone contact with a live person at the G.P.S.C. office, we had only three days left on our charter, and had learned to live with the stinking bilge. We had it cleaned out once by a mechanic who claimed to work for G.P.S.C. and who assured us we would be reimbursed for the \$50 cash fee he demanded. Wrong. He literally scooped out about 15 gallons of swill and took it inland for disposal. Fuel continued to leak into the bilge and was equally as bad one week later.

Upon our return to Pireaus, nobody

If this area of the world is all Greek to you, study the above map.

was monitoring the radio channel we'd been instructed to call in on. Thus nobody was there to meet us at the dock. After waiting in the intense heat for an hour, the owner's representative showed up and informed us that the G.P.S.C. folks were busy elsewhere, but would come to our hotel the following day to settle the deposit.

We felt obliged to report the deficiencies, lest the boat be sent out again without repairs. To our shock and amazement, the man told us we would have to pay for all the repairs, including fixing the fridge, sewing the torn sail and cleaning out the oily bilge. He had a logical explanation for everything: "You should have done a more thorough check-out; everything was working when you left". He didn't seem to understand we didn't have to mention the problems and could have walked away. By being Mr. Nice Guy, we ended up paying about \$120 for repairs to the fridge.

After two hours of haggling with the G.P.S.C. rep and the owner's rep the next day at our hotel, most of our demands were dropped except for the \$120. This completely blew our last day in Athens, which we would have much rather spent sightseeing.

We were told that Americans are always looking for a bargain, and that G.P.S.C. prices are cheaper. The insinuation being that you get what you pay for. The small print on our contract specified that all disagreements and problems with the boat were between us

and the boatowner. G.P.S.C. does not own the boats they charter and therefore does not resolve the problems; which left us to haggle with a Greek who spoke little English holding our \$1,000 deposit.

We came away with a very bad taste in our mouths from dealing with Greeks, but have many fond memories of warm nights in beautiful anchorages. I cannot recommend G.P.S.C. for chartering in Greece.

— Bill Service
Redwood City

Bill — We quote from Halsey Marine's excellent catalog on chartering around the world: "Although there have been considerable improvements in the standards of Greek yachts and their crewing, great care is still needed in their selection."

The score's tied at 1-1 : You give G.P.S.C. a thumbs-down; David Rich (in the first item in "The World of Chartering") gives them a thumbs-up. Anyone want to break the tie?

The Greek Time Tunnel
During our honeymoon this past



OF CHARTERING

August, my wife and I had a wonderful time sailing the Aegean Sea. After some research, we found that the Dodecanese Islands had the most consistent winds of Greek and Turkish waters.

We flew to lovely Rhodes, Greece, where we picked up our Beneteau 35 from Kavos Yacht Charters. Kavos is associated with The Moorings operations worldwide. The Kavos people were very helpful and run a tight ship. The yacht was very well maintained.

During our honeymoon, we sailed from island to island, staying in Greek waters since costs, in the form of extra taxes, escalate when you drop the hook in Turkish waters.

Exploring these islands was, as you might imagine, like travelling through a time tunnel. The bright white-washed buildings and colorful fishing boats contrast sharply with a landscape that rivals the central coast of California. Mix in the older, bearded Greek men sipping coffee at the outdoor *tavernas*, and you'll swear you're back in the Middle Ages. But a single

January is high charter season in the Grenadines. Below, Union Island Anchorage.

glance back toward the water, where five beautiful yachts are anchored, quickly reminds you that indeed you are indeed in the 20th Century.

The *Greek Waters Pilot*, a must for any captain, explains that a very strong wind, which the locals call a *meltemi*, should be expected every 3 to 5 days at the end of August. We were lucky in that we encountered such a wind while in our first anchorage. It blew a consistent 25 to 30 knots, with gusts of 45 and 50. Three boats, ours included, dragged anchor. We quickly reset and then doubled the scope; it solved the problem.

The remainder of the week featured exceptional weather. Half the days had typical San Francisco Bay breezes, and half the days had minimal winds.

Sailing the Aegean is definitely a trip that we will repeat.

— Mario & Dona Wijtman
Redwood City

Charter Yugoslavia

If your readers are looking for a great place to charter or cruise, Yugoslavia is most excellent!

While I was singlehanded back from the Eastern Med to France in 1983, a brief

stopover in Yugoslavia turned into a month of sailing at its best. That's if you like hospitable people, friendly officials, secure anchorages, medieval towns, nude windsurfers and clear water.

My port of entry was little Budva on the most southeastern Dalmatian coast. With the Q flag up and the stern anchor out for a bow-to-Med tie, the first voice I heard said, "Welcome to Yugoslavia, I'll tell the Customs you are here." Then he tied off my bow lines. Shortly thereafter, I got into a conversation with a young couple on the dock, and they invited me to a restaurant dinner. Wow! This all took place at the height of the season, when despite the beautiful harbor with green slopes and high rocky peaks, there were only three other yachts. You see a lot more boats north of Dubrovnik, but most of them are gone in September or June.

The highlights of the Dalmatian coast, from southeast to northwest:

Kotorski Boka, a fantastic fjord leading 15 miles inland to Tivat, an old sailing ship town.

Cavtat, an excellent anchorage in an old resort town that's just a short bus or water taxi ride to Dubrovnik.

Dubrovnik Marina, a modern marina in a scenic area that's closer still to the restored medieval city.

The Islands: *Mljet*, a high island with a fine natural harbor that is a national park. *Korcula*, a great old walled town with a fine anchorage nearby. *Hvar* and *Brac*, more populated with villas, marinas and such.

Sibenik/Skradin, a scenic narrow entrance to Lake Jezero, up a river gorge a total of ten miles to the old town of Skradin. Anchor off or tie to the dock.

This only covers the southern half of the Yugo coast. There are a bunch more islands to the north, so there's plenty to do the next time I'm there.

There are plenty of charter boats available. If readers can't find any here, there are plenty of ads in the English and European sailing magazines.

— Jim Crittenden
San Rafael

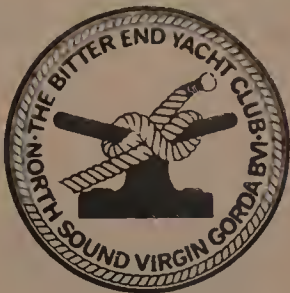
Charter Notes:

Bill Wells of Ventura, who along with his wife Iris is now cruising from Mexico to Florida, alerts us that we've missed some good places to charter. "You omitted mention of my old stomping grounds — the **Great Lakes**. I understand all the lakes have charter operations, but particularly Lake Michigan, Lake Huron and Georgian Bay."

Anybody enjoyed a Great Lakes charter?



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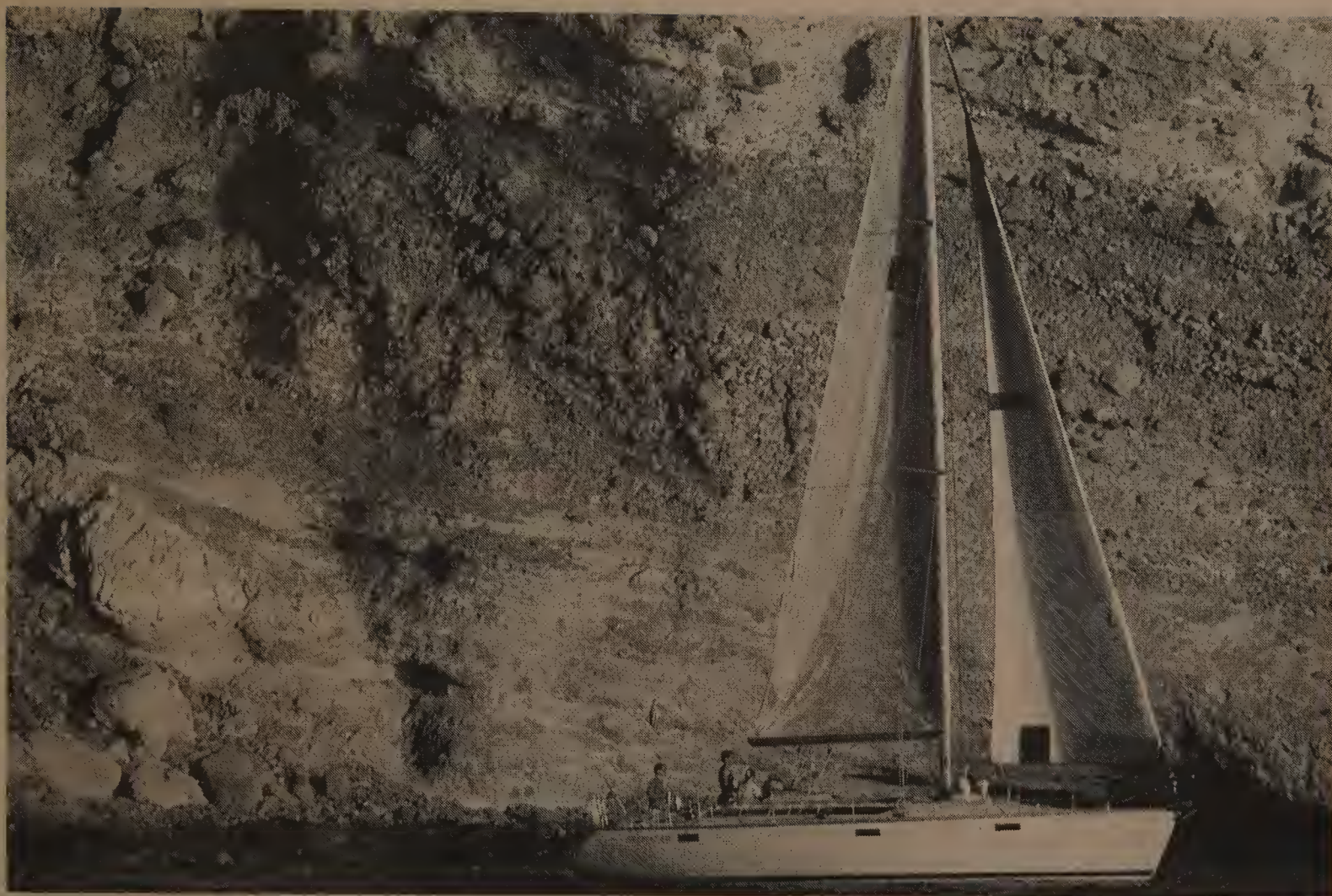


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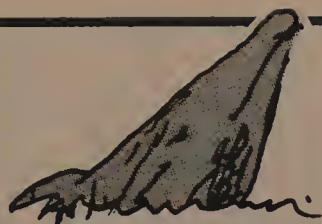
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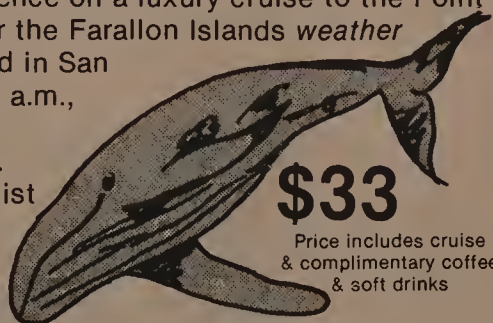


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Mar	Newport to Cabo San Lucas	900	\$10,000
June 8	LBYC RACE WEEK (SC 50 Class Racing)	Local	\$ 4,000
July	TRANSPAC	2,000	\$20,000
July	Oakland to Catalina (Great Fun!)	400	\$ 5,500
Sept	St. Francis Big Boat Series (SC 50 Class Racing)	—	\$ 5,500
Nov	Long Beach to Cabo San Lucas	950	\$10,000

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Feb-Apr	Whitney Series - 5 medium length events	20-60	\$ 4,500
Apr	Newport to Ensenada (Beer Run)	160	\$ 5,500
Apr	Ano Nuevo		2,500
Apr	Marina del Rey to Newport	75	\$ 1,300
Apr	Ventura to Newport	120	\$ 1,650
May	Long Beach to San Diego "Moonlight Race"	100	\$ 1,650
May	Long Beach to Dana Point	40	\$ 1,300
May	Sta Barbara around the Isles to Ventura "Hardway"	110	\$ 1,650
June	Channel Islands to Marina del Rey	75	\$ 1,300
June	Channel Islands to Santa Barbara Island	100	\$ 1,650
July	Marina del Rey to San Diego	120	\$ 2,500
Aug	Santa Barbara to King Harbor	120	\$ 2,500
Aug	Newport to Coronado	90	\$ 2,500
Sept	Windjammer		\$3,000
Sept	Dana Point to San Diego	75	\$ 1,300
Sept	Long Beach to Dana Point	40	\$ 1,300
Oct	San Diego to Ensenada (More Hussongs!)	75	\$ 2,500

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THE RACING

The winter months — December in particular — are usually slow ones for local racing, although we do have reports on six light air **midwinter races**. We managed to fill the following seven pages with an **honor roll** of sorts, as well as previews of the upcoming **Whitbread Race** and the new **Hiroshima Cup**. We also have the story on the **World Match Racing Championship**, the latest **Salem ProSail Regatta**, and a quick report on IORDA transforming itself into **IMRDA**. As always, the column ends with the usual snippets of information we call **race notes**.

1988 Racing Honor Roll

Pardon us, but we couldn't let 1988 slip away without one last quick look back at all the outstanding performances turned in by Northern Californian sailors over the last 12 months. It was an exciting year for yacht racing and, as regular *Latitude* readers already know, our local heroes accounted well for themselves in far away waters. In an effort to acknowledge those people, their performances and some outstanding boats and regattas one more time — and, okay, as a way to fill *The Racing Sheet* in an otherwise slow month — we salute the following:

SAILOR OF THE YEAR: No doubt about this one — John Kosteki. The 24-year-old North sailmaker had a great year, winning the Soling and J/24 World Championships and a silver medal in the Soling class at the Olympics.

BEST CREW: Obviously, Will Baylis and Bob Billingham, who campaigned the Soling with Kosteki. Runner-up: Denny Gruidl, bow man for John Bertrand on the international match racing circuit and crew member on *Propaganda* when she won the One Ton Worlds.

GRAND PRIX BOAT OF THE YEAR: *Bravura*, Irv Loube's Farr One Ton. She didn't perform up to expectations in the Big Boat Series, but who cared after winning the Kenwood Cup overall and coming in second in the One Ton Worlds. Runner-up: Colin Case's *National Biscuit*, which just won about everything it entered, including her class at Long Beach Race Week.

LOW TECH BOAT OF THE YEAR: Tough choice, but we'll go with *Pearl*, Bill Riley's hot Olson 25. This summer, *Pearl* won the Olson 25 Nationals again, the IMS

II and Olson 25 championships, the IMS division of the Stone Cup, the Yankee Cup, and much more. Honorable mentions to all YRA class winners.

SLED OF THE YEAR: Another slam-dunk — Pat Farrah's *Blondie*. She's the oldest, and still the best, of the Santa Cruz 70s. This year, she broke course records in the Catalina Race and Santa Barbara to King Harbor Race; won the Cal Cup, LAYC Cabo Race, Ahmanson Cup, MEXORC and much more.

BEST JUNIOR SAILOR: Morgan Larson, who along with Haley King and Brandon Paine, won USYRU's Sears Cup, the highest junior sailing honor in the country.

BEST MATCH RACER: Mark Rastello, who also won a USYRU championship, this one the Prince of Wales Bowl for match racing. Chris Perkins and Jim Barton crewed for Rastello.

BEST COLLEGE SAILING TEAM: Who else but the Anteaters of UC Irvine, who won the National Collegiate title on the Berkeley Circle.

BEST LOCAL WINDSURFER: Trevor Baylis (Will's brother), who emerged as a force on the national and international World Cup circuit. Honorable mention: Ted Huang, who came in fourth at the Olympic trials.

BEST SCREW-UP: This one was close, but the nod goes to Peter Hogg, whose catamaran *Tainui* was torpedoed by a whale in the Windjammer's Race. A strong honorable mention goes to Bill Twist's R/P 47 *Blade Runner* for attacking a government buoy during the Big Boat Series.

BEST REGATTA: The One Ton Worlds, better even than the maxi-boat Big



Boat Series, which was pretty great this year. St. Francis YC hosted the One Tons, easily the most international and fiercest grand prix racing contest ever held on the Bay.

BEST NEW REGATTA: There were many to choose from — the World Corporate Game, Salem ProSail, the St.FYC Swan Invitational, the "new" Nimitz Regatta, etc. — but we'll pick the Volvo



Juno, left, and Black Jack arrive at the main overlap in the One Ton Worlds, our vote for best regatta of the year.

Regatta, which offered high octane racing for 150 boats in six one-design fleets. Naturally, the fact that they gave the *Latitude* staff nifty race shirts had nothing to do with the way we voted.

BEST DISTANCE RACE: MYCO's tenth annual Catalina Race, which attracted

an unbelievable 127 boats this year. A perfect way to spend your Fourth of July vacation.

WORST REGATTA: Another unanimous decision by our unbiased panel of experts — the 27th America's Cup, a pathetic excuse for a regatta.

BEST PARTY: This was a tough one, but we'll go with Mark Morita's (*Champosa V*) private bash for the 50-footers during

the Big Boat Series. If you weren't there, too bad!

Enough's enough. Congratulations to anyone whose name or event appears above — your engraved medal of recognition and your prize money is in the mail. Actually, except for our congratulations, we're just kidding.

Anyway, out with the old, in with the new — bring on 1989!

Hiroshima Cup '89

If you don't mind missing the TransPac this summer; if you've always wanted to see Japan; and if you want to make \$3,600 while you sail, have we got a deal for you: the first ever Hiroshima Cup Ocean Yacht Race. The 4,000 mile race is scheduled to depart from Pearl Harbor on June 18 and end approximately one month later at the Great Torii Gate of Miyajima Island near the city of Hiroshima. The entry fee is approximately \$400 (depending on the fluctuations of the dollar vs. the yen) — but everyone who finishes the race will receive about \$4,000 as a subsidy for entering. Sponsorship and advertising are not only allowed, but encouraged.

What type of yachts will compete in this historic event? The first 3,000 miles should be downwind in conditions similar to the TransPac, but the final 1,000 are expected to be upwind, making this a "tortoise and hare" type of race where the slogs may get ground down in the end by the more upwind-oriented displacement boats. There'll be two IOR racing classes and two cruising classes, which will race without handicaps in boats over and under 12 meters.

The race has a two-fold purpose. First, it is held in conjunction with the 30th anniversary of the sister cities of Honolulu and Hiroshima as they celebrate the Sea and Island Exposition commemorating the Centennial Anniversary of the City and Port of Hiroshima. If that's a bit ponderous for you, the second purpose should be easier to fathom: it's billing itself as a "pilgrimage of peace" to promote international goodwill, a trek between the beginning and ending location of the war in the Pacific.

For further information on the Hiroshima Cup, contact the Royal Hawaiian Ocean Racing Club, P.O. Box 88648, Honolulu, HI 96830.

LATITUDE JOHN R

THE RACING

Whitbread Race Preview

A yacht race completely around the Earth... To race a sailboat 27,000 miles around the Great Capes and across the Roaring Forties, through icebergs and gales, sparks the imagination of all sailors.

On September 8, 1973, a group of adventurers in 17 yachts set off on just such a formidable challenge: the first Whitbread Race, named for the British brewery sponsoring it. The race course, a portion of which followed the routes of the old clipper ships, consisted of four legs: Portsmouth, England, to Cape Town, South Africa; then around the Cape of Good Hope to Sydney, Australia; from there, the fleet dodged icebergs before rounding Cape Horn and heading to Rio de Janeiro; then back to England. Dicing with death was an everyday experience, particularly in the icy Southern Ocean; sadly, three sailors were swept off their yachts and lost.

The competitors raced on a handicap basis, with the smaller ones getting a time allowance from the larger ones. Handicaps were (and still are) laid out under the then two-year-old IOR rule; for example, an 80-

sponsorship and the first-to-finish craze. In that year, *Sayula II*, a fairly standard Swan 65 ketch owned by Mexican industrialist Ramon Carlin, won on handicap. His low-key program — he took his family, as well as cases of vodka and caviar — was in stark contrast to the first-to-finish boat, an Alan Gurney designed 78-foot development of *Windward Passage* called *Great Britain II*. Skipped by England's Chay Blyth and crewed by British paratroopers, many of whom learned to sail only six months prior to the race, *GB II* took 144 days to circle the globe.

The second Whitbread Race, in 1977-78, drew 15 boats, many of which were custom-built just for the race. Throughout the race, the British *King's Legend*, a Swan 65 navigated by American Skip Novak, and *Flyer*, a custom S&S 65 skippered by Dutch millionaire Cornelius van Rietschoten, were separated by only a few hours. At the wire, *Flyer* (now owned by Orange Coast College of Costa Mesa and called *Alaska Eagle*) beat *King's Legend* by 58 hours, finishing in 136 days. It was a remarkable achievement for van



could still beat the sponsored professionals at their own game.

The third Whitbread Race in 1981-82 attracted 26 boats, and by now the commercial value of the event had become widely recognized. Major companies backed most of the entries, and the quality of the planning, boats and crews increased dramatically. But again, Conny van Rietschoten, "The Flying Dutchman", won both line honors and corrected time honors, smashing his previous record by 14 days in his new aluminum Frers 76 *Flyer II*. It was a close contest with Peter Blake's fast Farr 68 *Ceramco New Zealand* (now Hal Day's *Winterhawk*), which might have won but for dismasting in the first leg. Eight other boats dropped rigs in the windy race, one which saw a slight course modification: Auckland, New Zealand, was substituted as the second stop for Sydney.

For the fourth Whitbread Race in 1985-86 a second prize was finally added, a first-to-finish trophy. All that matters is which boat sails the course in the fastest time, a challenge immediately considered as prestigious as winning the handicap trophy. Seven of the 19 entries, including pop star Simon le Bon's luckless *Drum England*, were 80-foot first-to-finish candidates.

The course was once again changed — Punta del Este, Uruguay, was substituted for Buenos Aires — and the record was again lowered, this time to 117 days by Pierre Fehlmann's winning Farr 80 *UBS Switzerland*. Peter Blake, sailing the Holland 80 *Lion New Zealand* (which now



Winterhawk (ex-*Ceramco New Zealand*): from the Round the World Race to round the buoys.

Rietschoten, who hadn't sailed seriously in years, proving that an extremely well organized and prepared amateur effort

foot maxi has to arrive about 48 hours before a 65-footer on any given leg to correct out ahead on handicap.

All the boats in the first race were privately owned and crewed by amateurs — this was before the era of corporate

LATITUDE/RICHARD



"Action" at the Golden Gate midwinters. The race was eventually abandoned.

sails out of Marina del Rey), once again came in second, this time to a boatful of talented young Swiss dinghy sailors.

When the challengers in the next Whitbread Race leave Portsmouth on September 2, 1989, there is every reason to expect the most exciting round-the-world battle ever held. There are 27 entries — mainly Europeans — at the moment, although realistically some of those will drop out for lack of funds. There are currently two American entries — one by veteran "Twice Around" Ted Allison of Seattle and another all-female effort out of Newport, RI.

Front-runners for line and/or overall honors include Pierre Fehlmann's new fractional Farr 81 *Merit* (after the cigarette company that's sponsoring him); Peter Blake's fractional Farr 81 *Steinlager II* (a Kiwi beer company); two Farr 81 ketches, Sweden's *The Card* (as in Mastercard) and *Fisher & Paykel* (a New Zealand appliance company); the Joubert/Nivelt 84 *Union Bank Finland*; England's *Rothmans Cigarettes*, a fractional Dubois 80; and *Sail Ireland*, an 81-foot Ron Holland and Bruce Nelson collaboration.

Two of the new boats are ULDBs and many of this year's fleet will sport ketch rigs because the new six-legged course is expected to be 80% reaching. The new 33,000 mile course takes the boats to Punta del Este, Uruguay first; then under

Africa to Perth, Australia; then south of Tasmania to Auckland; then to Punta del Este again; then north to Fort Lauderdale; then back to the finish at Portsmouth. The course was changed to avoid South Africa (because of their political situation), and to include America and Australia, both wealthy sailing countries that hopefully will get lit up about the Whitbread Race this time around.

Whitbread projects are currently being launched all around the world: most of them are based on computer-designed, tank-tested models, and are constructed with the latest aerospace materials and techniques. But even with the millions of dollars being expended on the latest technology, it's still up to the individual crews to safely navigate the globe at a high speed, and arrive in one piece back in Portsmouth. It remains an incredible human adventure; truly it is the "Mt. Everest of Yachting".

— john jourdane

Readers — The above is the first of several reports on the upcoming Whitbread Race from John Jourdane, an American who is already in Europe practicing for the race on the Swedish Farr 81 The Card. Jourdane, a Long Beach resident who's been involved in numerous winning West Coast projects (Crazy Horse and Blondie, to name a few) was one of only six Americans to sail in the 1985-86 Whitbread Race. He sailed on the Farr 80 Enterprise New Zealand, which was dismantled in the

third leg and forced to sit out the fourth. John is returning to the race determined this time not only to finish it, but to win it as well. - Eds.

World Match Racing Championship

Score another one for the minuscule country of New Zealand, as Chris Dickson ran away with the inaugural World Match Racing Championship on December 4-12 in Fremantle, Australia, winning every race he finished. Dickson, who went into the regatta ranked as the second best match racer in the world behind Australia's Peter Gilmour, had a perfect regatta except for a race he basically threw to American Bill Lynn in order to create a three way tie for second going into the finals (thereby hoping to eliminate either Gilmour or Eddie Owen on a coin toss).

Ten match racing hotshots sailed in the round-robin event, which was sailed in brand new Farr 36s, a design similar to the familiar Farr 1020. The boats came equipped with only two jibs, a #2 and a #4, and invariably the morning races were sailed with the #2. The afternoon races, after "The Doctor" (remember him?) filled in, were strictly #4 affairs. According to Denny Gruidl, John Bertrand's faithful bow man, the boats took a bit of getting used to: "They were really skittish upwind, and lively off the wind if you knew when to pump. They were lighter than the other boats we've match raced, so it was much harder to trap the other boat and keep them pinned."

Bertrand ended up fifth, the highest of the three Americans invited to the Championship. "We were outclassed," allowed Gruidl, who also figured their crew may have been a bit rusty after not sailing together for six months. Denny also had some interesting comments about the on-the-water judging process: "It's better than going into the protest room, but it's still not perfect. For instance, if a judge's boat is out of position as boats cross, people will scream 'starboard' at the top of their lungs and bear off more than they have to — and the judges throw a flag! It's like basketball players throwing elbows when they know the ref's view is blocked. Also, as people get to know the judges, we're getting an idea of just how much you can get away with in each situation. But overall it's a pretty good system."

THE RACING

The next stop on this exciting circuit is Long Beach YC's Congressional Cup in mid-March. Results of the World Championship were as follows: 1) Chris Dickson (NZ); 2) Rod Davis (NZ); 3) Peter Gilmour (Australia); 4) Eddie Owen (England); 5) John Bertrand (USA); 6) Skip Lissiman (Australia); 7) Bill Lynri (USA); 8) Bertrand Pacet (France); 9) Peter Isler (USA); 10) Tim Law (England).

IORDA Becomes IMRDA

IMRDA? That's the new name for the IORDA, now redefined as the "International Measurement Rule Division Association." The group has converted to IMS (International Measurement System), and has modified the IORDA charter to support any appropriate international measurement handicap system, rather than IOR exclusively. Despite a healthy degree of skepticism over whether the new system would really solve all the problems facing the IOR fleet in recent years, the feeling is that IMS holds enough promise to attract a



large number of new or semi-retired racers. The core of the reworked association should be the owners of all non one-design racing boats who want relatively high-level tactical bay racing under a non-subjective rating system.

More "action", this time at the BYC/MYCO midwinters. The mark is just to the right.

What complicates this development is the fact that HDA already has an IMS division. The difference is that HDA plans

MIDWINTER RACE RESULTS

Stockton SC Midwinters

The four race Stockton Sailing Club midwinters began ominously on October 22 with a slow 2.76-mile drifter on the San Joaquin Channel. That race, which began and ended off the club deck, attracted 13 entries sailing in one division.

Unfortunately, the next three races on 11/5, 11/19 and 12/3 were cancelled due to lack of wind. "The same thing happened last year," said race organizer Joan Harp. "We're getting pretty fed up!"

Anyway, results of that first race — and, by default, of the series — follow:

1) Shenanigans, Merit 25, Pat Brown; 2) Geronimo, Express 27, John Wulff; 3) Audacious, Moore 24, John Hollenback; 4) Alzora, Olson 25, Rex Malott; 5) Candace Ann, Islander 30 Mk II, Mark Melson. (13 boats)

BYC/MYCO Midwinters

The largest local midwinter regatta, the jointly sponsored Berkeley YC and Metropolitan YC midwinters, was held on the Berkeley Circle in gentle winds on the weekend of December 10-11. Other than the usual six-deep pile-ups at the leeward

marks, it was rather uneventful racing. Each day, windshifts turned the second half of the course into a follow-the-leader parade.

The only exciting moment of the weekend occurred after Saturday's race when *Bloody Mary*, Franz Klitza's class-winning Santa Cruz 27, snagged her leeward shrouds on the day marker going back into Richmond and dismasted.

SATURDAY SERIES:

DIV. A (0-144) — 1) *Expeditious*, Express 34, Bartz Schnieder; 2) *Wavetrain*, Olson 911S, Rick Caskey; 3) *Miss Conduct*, Olson 29, Tom Mason. (10 boats)

DIV. B (145-168) — 1) *Fast Freddie*, Olson 25, Jack Adam; 2) (None), Star, Doug Smith; 3) *Zot!!!*, Choate 27, Robert Hrubes. (15 boats)

DIV. C (169-186) — 1) *Summertime Dream*, Schumacher 26, Corry Cook; 2) *Shareholder*, Holder 20, Gary Albright; 3) *Chocolate Ship*, Buccaneer 295, Bob & Dan Halern. (10 boats)

DIV. D (187-198) — 1) *Ouzel*, Thunderbird, Michael Sheets; 2) *Toots*, Thunderbird, Curtis King; 3) *Second Wind*, Thunderbird, Mark Simmers. (11 boats)

DIV. E — 1) *Flirt*, Arpege, Jim Forrest; 2) *Hawk*, Alberg 30, Wren & Steve Collins; 3) *Cinnabar*, Cal 25, Ed Shirk. (11 boats)

SANTANA 22 — 1) *Sybaris*, Mike Wilson; 2) *Hot Ruddered Bum*, Eric Fleberling; 3) *Buffalo Honey*, Lou Fields. (7 boats)

J/24 — 1) *American Beauty*, Ray Delrich; 2) *Dejavu*, Chris Perkins; 3) *Poultry in Motion*, Christopher Kelly. (29 boats)

MERIT 25 — 1) *Cachalote*, Rob Magoon; 2) *Chesapeake*, Jim Fair; 3) *Twilight Zone*, Paul Kamen. (6 boats)

CAL 2-27 — 1) *Breezin'*, Gerald Fufts; 2) *Zephyr*, Bruce Nesbit; 3) *Party Line*, Nick Barnhill. (5 boats)

SANTA CRUZ 27 — 1) *Bloody Mary*, Franz Klitza; 2) *Dynaflow*, Mark & Matt Dini; 3) (None), David Perry. (8 boats)

EXPRESS 27 — 1) *Bug Bear*, Disston & Hearn & Flushman; 2) *Bessie Jay*, Monroe Wingate; 3) *Light'n Up*, Gary Clifford. (24 boats)

J/29 — 1) *JC n Me*, Paul Covec; 2) *Blazer*, Mike Lambert; 3) *Violation*, Noel Rodas. (6 boats)

NEWPORT 30 — 1) *Harry*, Dick Aronoff; 2) *Achates*, Bill Schultz; 3) *Topgallant*, Frank Hihman. (8 boats)

OLSON 30 — 1) *Sainte Anne*, Dick Heckman; 2) *Think Fast!*, Al Holt; 3) *Version Girl*, Chns Maas. (9 boats)

ISLANDER 36 — 1) *Grumpy Dog*, Cindy Hessenbrach; 2) *Blockbuster*, Bruce Block; 3) *Prima Donna*, Eric Warner. (7 boats)

SUNDAY SERIES:

DIV. I (0-129) — 1) *Risque Business*, Soverel



LATITUDE: ROB

to enforce the "Optional Regulations" of IMS, which impose fairly strict requirements on things like headroom, number of berths, head enclosures, and other design features seen as speed-reducing amenities. IMRDA, on the other hand, has no plans to use the

Optional Regs, promoting the division to pure racing boats rather than to racer/cruisers.

At its worst, IMS is just "IOR without the bumps." But at its best, IMS might be a very good system that combines some of the best features of both IOR and PHRF, and avoids some of the major pitfalls of the two systems. Between the two charter associations offering different flavors of IMS racing, and the upcoming Richmond YC Big Daddy on March 11-12 offering "phony IMS ratings" (for that event only), there should be plenty of opportunities to get some experience with the new system.

— reprinted from the fall YRA Newsletter.

Salem ProSail

To no one's surprise, Huntington Beach sailmaker Randy Smyth won the last of the three 1988 Salem ProSail regattas in Miami in early December. Sailing his *Super Lube* in the eight-boat ProSail 40 class, he collected \$20,000 for winning the regatta and a \$25,000 bonus for winning the circuit (he previously won in Newport, RI,

and San Francisco). Winds were between 15-20 knots, just enough to dismast Andrew Nyhart's *Fluid Design* near the end of the regatta.

The surprise was the way Tom Blackaller and his *Del Monte* crew dominated the latter part of the regatta. The P-40 newcomer, who claims these cats drive more like race cars than "normal" sailboats, showed speed to burn, winning the last three races (although he was later DSQ'ed for being about a foot over the line in one of them).

Australia's Brett Dryland won the Hobie 21 division both for the regatta and overall. Dryland collected \$5,000 for the regatta and \$8,650 for winning the championship. Overall, the program awarded \$500,000 in prize money this year.

Race Notes

Two annual YRA seminars on race management and protest management are coming up on January 28 and February 25-26, respectively. The first one, which covers everything you'll ever need to know

MIDWINTER RACE RESULTS — CONT'D

33, Karen Anderson; 2) *Sunday Punch*, Express 34, Art Ball; 3) *Think Fast*, Olson 30, Al Holt. (8 boats)

DIV. II (130-165) — 1) *Loose*, Custom 24, Jerry Elsher; 2) (None), Star, Doug Smith; 3) *Zottl*, Choate 27, Robert Hrubec. (13 boats)

DIV. III (166-188) — 1) *Snow Job*, J/24, Bob Richards; 2) *Chesapeake*, Merit 25, Jim Fair; 3) *Sgt. Schultz*, J/24, Dan Simmons. (9 boats)

DIV. IV (169-195) — 1) *Bad Dog*, J/22, John Walker; 2) *Grand Slam*, Cal 29, Fred Minning; 3) *Antares*, Islander 30 Mk II, Larry Telford. (7 boats)

DIV. V (196-207) — 1) *Sisu*, Cal 2-27, Tim Seivon; 2) *Wind Dance*, Cascade 27, Ken Price; 3) *Temptation*, Cal 27, Rollye Wiskerson. (14 boats)

DIV. VI (208-999) — 1) *Jubilee*, Ariel, Don Morrison; 2) *Naressia*, Coronado 25, Bobbi Tösse; 3) *Whimsical*, David Stone. (11 boats)

SANTANA 22 — 1) *Anemone*, Hank Lindemann; 2) *Carlos*, Robert Ward; 3) *Gust Buster*, John Orfall. (5 boats)

WABBIT — 1) *Richochet*, Gene Harris; 2) *Mr. McGregor*, Kim Desenberg; 3) *B.A.W.T.*, Mike Morrow. (7 boats)

OLSON 25 — 1) *Pearl*, Bill Riley; 2) *Honey's Money*, Bob Evans; 3) *Dog Lips*, Bruce Bates. (14 boats)

EXPRESS 27 — 1) *Elan*, Steve Lake; 2) *Light n' Up*, Gary Clifford; 3) *Leon Russell*, Johnson/Daniels. (8 boats)

OLSON 29 — 1) *Miss Conduct*, Tom Mason; 2)

Tsiris, Dan Nitake; 3) *McDuck*, Peter MacLaird. (6 boats)

Encinal YC Jack Frost Series

The second race of the Encinal YC Jack Frost Series was held on December 17. Winds were light (10 knots and dying); the sun shone; and the 6.8-mile triangular course was mercifully short. The ever-prepared EYC race committee has 24 courses to choose from, so selecting a course for the light northerly breeze was no problem. The two-year-old series — which boasts a very healthy 95 entries — starts and ends at buoy #10 off Treasure Island.

DIV. A — 1) *Sea Peptide*, Express 34, Fred Voss; 2) *Surefire*, Frer F-3, Jon Carter; 3) (No Name), Express 37, Harry Allan. (14 boats)

DIV. B — 1) *Esprit Victorieux*, Beneteau First 305, Joseph Melino; 2) *Glory Days*, Preterian 35, Andy Rothman; 3) *Sonata*, Lapworth 39, Lockwood/Weaver. (9 boats)

DIV. C — 1) *Twilight Zone*, Merit 25, Paul Kamen; 2) *Chesapeake*, Merit 25, Jim Fair. (6 boats)

DIV. D — 1) *2020*, Cal 29, Phil Gardner; 2) *Grand Slam*, Cal 29, Fred Minning; 3) *Danville Express*, Newport 30, Andy Hall. (10 boats)

DIV. E (Callina 30s) — 1) *Mona Too*, David Halaby; 2) *Fat Cat*, Seth Bailey; 3) *Outrageous*, Ken Speer. (12 boats)

DIV. F — 1) *Cinnabar*, Cal 25, Ed Shirk; 2) *Wiki Wiki*, Cal 25, Dave Corbin; 3) *Heart of Gold*, US 21, Jack Crank. (9 boats)

DIV. G (Non-spinnaker) — 1) *Skeddadle*, Ranger 29, Nancy Farnum; 2) *Something Special*, J/35, B. Frolich; 3) *Enchanted*, Islander Bahama 30, Walt Varice. (6 boats)

RYC Small Boat Midwinters

Standings at halftime in the Richmond YC small boat midwinters are listed below. They're based on six races, three each on November 27 and December 17.

Laser — 1) George Pedrick; 2) Jesse Goff; 3) (tie) Robert Leach and John Hauser; 5) Chris Sloane. (33 boats)

Int. Canoes — 1) Erich Chase; 2) Paul Miller; 3) Fran DeFaymoreau. (7 boats)

Snipe — 1) Jim & Lynn Grubbs; 2) Pasty Davis/Ken Munro; 3) Mike & Jennifer Polkaiba. (10 boats)

FJ — 1) Dave Wallace/Steve Luzmoor; 2) (tie) Bernie Slabeck/Cilla DeFreeze and Tony/Ann Slocum. (10 boats)

Thistles — 1) Dean Iwahashi; 2) Tom Burden; 3) Mike Maurier. (10 boats)

THE RACING SHEET

about managing races, is an all-dayer at the St. Francis YC. Speakers include Matt Jones, Gil Oliver, Roger Eldridge and Howard Robinson. The second, a more intensive weekend course on running protest hearings, occurs at Encinal YC. Both courses count towards the Certified Race Officer (CRO) accreditation. Race committee persons (bless you, one and all) are encouraged to attend. Contact the YRA office (771-9500) for details.

Zeus, as any student of mythology can tell you, was El Supremo in the hierarchy of the Greek gods. Hal Nelson's maroon MacGregor 65 **Zeus** is currently undergoing a major refit in his Alameda boatyard, one which will ensure that his boat lives up to her namesake. In a radical move, Hal's switching to a fractional rig, going up 11 feet on the mast to 71 feet and adding 3 feet on the boom. He's extending the waterline with a transom scoop, and has already extended the rudder and customized the keel. When he's done, Hal claims his 1985 boat — which is hull #12 out of 30-some Big Macs — will be "the trickiest 65 around; no longer a K-

Mart Special!" Nelson's ultimate goal with the new, improved Zeus is to win the 1990 West Marine Pacific Cup, a race he founded ten years ago.

According to race chairman Phil Murray, the 35th biennial **TransPac**, scheduled to start off Pt. Fermin on June 30, is expected to attract 20-22 ULDB 70-raters. That's basically every sled on the West Coast; it's also double the 11 sleds that competed in the '87 race. Two of the entries will be particularly fun to follow: Pat Farrah will be sailing his SC 70 *Blondie* against his young son Mike, who'll be skippering the other family sled, the Spencer 62 *Ragtime*. Remember, you read it here first.

In other TransPac news, the City of Long Beach and Long Beach YC have decided to help sponsor this year's pre-race festivities, which will include a send-off bash at the LBYC and a parade of the race boats past the *Queen Mary* on their way to the starting line. For more information on this summer's 2,225-mile classic, call Phil at (714) 964-7680.

In a move of unprecedented

significance for crew safety and comfort in overnight racing, the **Offshore Racing Council** (ORC) recently banned the practice of crews sitting with legs and torso outside lifelines between sunrise and sunset. According to their press release, "The new rule will obviate the performance advantage of placing the entire crew on the weather rail and will encourage the return to a system of watches below and adequately rested crews." The next step, says Carl Schumacher, will be to require half the crew to don silk pajamas at sunset...

At the same meeting, cellular telephones were banned from world championships and a proposal was put forth, but not voted on, that the nominal lengths for long offshore level races be reduced from 54 hours to 30, and that the medium distance races be downgraded from 27 hours to 20.

Race Fest Hawaii, the international ocean sports festival planned for Honolulu on January 5-15, was cancelled due to insufficient entries. Supposedly, the handful of U.S. Formula 40s slated to participate in the regatta were unable to secure transportation from mid-December's Salem ProSail event in Miami to Hawaii by early January. Supposedly, at least three foreign multihulls were already in transit to the Islands. Supposedly, those boats will be shipped back to their home countries at the expense of Race Fest Hawaii. Supposedly, the race organizers are looking at future dates on which to hold the event.

Attention shorthanded sailors: don't miss the **Three Bridge Fiasco** on January 21. It's one of the four local races put on by the SSS each year, and it's easily the most diabolical, as contestants must choose which way to "round" the three bridges. Bring the ghetto blaster and plenty of beer, and be ready to throw out the hook — the midafternoon 5 knot ebb promises to turn this one into a genuine fiasco.

Sausalito's **Tom Blackaller** won the "celebrity division" of the Red Lobster Cup in Sanford, Florida on December 3-4. Blackaller posted a 1,2 record to edge out six other all-stars for the second year in a row. Two Eds, Baird and Adams, came in second and third respectively. The event, part of one of the biggest regattas in the country (489 boats), was sailed in Hunter 23s in light wind on Lake Munroe, a tiny body of water not much bigger than Richardson Bay.

MIDWINTER RACE RESULTS — CONT'D

Sunfish — 1) Bob Cronin; 2) Roy Jordan. (5 boats)

Laser II — 1) Matt McQueen; 2) Gary Bergero; 3) Bart Harris. (12 boats)

Lightning — 1) Bruce Arnold; 2) Mike Molina. (4 boats)

505 — 1) Edwards/Shelton; 2) Maloney/Sutton; 3) Miller/Heckman. (15 boats)

Wylie Wabbit — 1) John Green; 2) Steve Bates. (6 boats)

More Midwinters

The weekend of December 3-4 was a bust for sailboat racing, as both the Sausalito Cruising Club and Golden Gate YC midwinters were abandoned due to humongous ebb tides and no wind. The GGYC make-up race will occur March 5; SCC's make-up will be announced.

The monthly Santa Cruz midwinter race and the second (and last) weekend of the inaugural San Francisco YC midwinters occurred on December 17 and December 17-18, respectively. Preliminary results of each — pending several protests — follow:

Santa Cruz Midwinters

DIV. I — 1) Octavia, SC 50, Stewart Kett; 2) Outrageous, Olson 40, Rick Linkemyer; 3) Pacific

High, SOB 30, Snyder/Olson/Bassano; 4) Animal House, Olson 30, Lezin/Akre; 5) Escape, Express 37, Steve Dilbeck. (17 boats)

DIV. II — 1) Adios, Moore 24, Dave Hodges; 2) Moorgasm, Moore 24, Morgan Larson; 3) Snafu U., Moore 24, Tom Connerly; 4) Pathfinder, Ariel, Ernie Rideout; 5) Nighthawk, Hawkfarm, John Siegel. (15 boats)

San Francisco YC Midwinters

IOR — 1) Camouflage, Frers 45, Davant/Schultz; 2) Wall Street Duck, Schumacher 38, Corry Cook; 3) Petard, Farr 36, Keith Buck. (9 boats)

PHRF I (under 118) — 1) Acey Deucey, SC 50, Richard Leuter; 2) Re-Quest, Express 37, Glenn Isaacson; 3) Swell Dancer, Santana 35, Jim Graham. (12 boats)

PHRF II (120-156) — 1) Finest Hour, Tartan 40, Lambert Thom; 2) Ollas, Perason 10M, Ed Kirwin; 3) Magic, Wylie 34, Malcolm & Jim Gregory. (14 boats)

IC — 1) Bolero, George Degnan; 2) Accounts Payable, Richard Pearce; 3) Whitecap, Tom Allen. (6 boats)

PHRF III — 1) Animal Farm, Wylie 28, Rob Phibbs; 2) Electra, J/24, Rob Cooper; 3) Boogaloo, Cal 29, Bruce Darby. (14 boats)

PHRF IV — 1) Nightwind, unknown, Dick Sloane; 2) Windfall, Ranger 26, Roy Kinney; 3) Fury, Northstar 727, Lon Woodrum. (9 boats)

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CHANGES

With reports this month from **Sueno** in New Zealand, **Foxy Lady** in New Caledonia, **Tava'e** at Clipperton Island, **Shangri-La** on the way to Florida, **Mahina Tiare** in and around the Cook Islands, and **China Moon** in the Pacific Northwest. We also look at the loss of **White Cloud**, the latest facilities in **Puerto Vallarta** and a bunch of **Cruise Notes**.

The Loss of White Cloud 58-ft Alden Schooner Paul & Susan Mitchell (San Diego)

It's been three weeks now since we sailed away from a reef in the southwest Pacific, leaving *White Cloud* behind. She lies in 80 feet of water at 21°50' South, 159°32' East. It was heartbreaking to sail away from her on another boat, but it was something we had to do.

A week earlier, on our second day out from Vanuatu bound for Australia, *White Cloud* was hit by an unusually large and steep wave. It was November 1, six years to the day since we left San Diego on our cruise. When the wave hit we were broad reaching in 25 to 30 knots of wind, rolling a bit, but comfortable under reduced sail. When the wave struck, it lifted *White Cloud's* 30 tons up onto her beam ends and dumped her into the trough as the breaking wave poured tons of solid water

never encountered a knockdown like this, not even in the Cabo storm of 1982. On the lee side adjusting a lashing, I never saw the wave coming. When I felt the boat lifting, I just hung on and was completely submerged. In a few seconds the boat was back on her feet and it was all over.

The bilge had filled with water, but the two high volume automatic pumps slowly brought the level down. We lost quite a bit of gear from the aft deck, a big deck box was ripped off its bolts, but all else seemed OK and we continued on.

A closer inspection, however, revealed that some seams were leaking badly. So we slowed the boat down to four knots and altered course slightly to the only place along our route that offered even minimal protection: South Bellona Reef, 250 miles away in the Coral Sea. My plan was to anchor behind the reef for a few hours so I could dive down and effect repairs before continuing on to Brisbane.

During the 2.5 days it took us to get to South Bellona Reef, the leaks gradually worsened. Once anchored in the calm water, I went down to survey the bottom. What I found was worse than I had expected: the whole garboard seam on the port side (the side hit by the wave) was open and the two seams above it were cracked and leaking, too. I puttied everywhere I could with underwater epoxy, but when I checked the incoming flow in the bilge, it had only slowed 30%. Apparently that one wave had wrenched some floors loose, allowing the boat to work along her entire backbone. Any repairs I could do in the water would only come undone in a seaway.

White Cloud was no longer a seaworthy vessel and probably would not have been able to make it to Australia. In any event, it would have been foolish to try. So we decided to leave her there.

We got on the ham radio and contacted our friends Harrison and Lorrie on *Akvavit*, 450 miles away in New Caledonia, and asked them to stop by and pick us up on their way to Australia. A

Roberts 53 steel ketch built by Harrison to fish salmon off Alaska, her large center fish hold could carry whatever gear we'd be able to salvage. In true Lone Ranger style, they were underway with the hour, after first alerting the amateur radio network. Hams from California to Australia monitored our situation closely for the next four days. Australia Air Sea Rescue Service, through the kindness of Don Hopper, VK4NN, stood by on a 24 hour basis in case the weather deteriorated and we needed immediate help.

John & Liz and their two boys on *Castenet*, a 46-ft yawl, heard about our plight the same evening and realized they were 100 miles closer than *Akvavit*. The immediately altered course to lend a hand. Three days later at dawn they came through the pass; *Akvavit* arrived that afternoon. What a welcome sight they were!

Thanks to everyone's hard work, we were able to save a great deal of equipment and personal gear. It took one whole day to transfer all of it and then clean up *White Cloud* up so she could be



Paul and Susan.

COURTESY PAUL AND SUSAN MITCHELL

over her decks.

In 12 years of sailing *White Cloud* over thousands of ocean miles, we had





COURTESY PAUL AND SUSAN MITCHELL

put to rest. By then it was too rough to tow her out into deep water, so at 4:00 pm. I turned off the pumps, opened a seacock near the waterline, and left her for the last time. Her sail covers were on, her decks were clear, her trophies on board, and her flags flying.

Two hours later, *White Cloud* was just down on her lines, sinking slowly. We could not wait for the end, for we had to clear the reef before dark. So we opened a bottle of salvaged champagne and toasted a grand lady.

So this is the end of the story of a beautiful schooner. She lies at peace, protected by the depth of the water and the sluicing tides. For 58 years she had graced the yachting scene and represented all that was best in her design and workmanship, and she typified an era that will never be repeated."

(From C.P. Hamilton-Adams, *The racing schooner Westward*. I changed the number of years to fit *White Cloud*'s age.)

Now what? We're looking for another boat. If we don't find one here in Australia, we'll look back in the States. Although the

White Cloud in better days.

next one will not be *White Cloud*, she will be a more manageable size for the two of us and we already have the equipment we need to outfit her. We hope to be out cruising again very soon.

— paul and susan 12/1/88

Paul & Susan — Of all the Changes we've run over the years, yours saddens us the most. Keeping any old boat going is a struggle, let alone a 58-year old wood boat. But there was something so fine about you two keeping a classic schooner out there cruising the Pacific for so many years. We salute the love you showed for that fine old lady. May your next boat bring as much pleasure and as many fine memories.

Sueno - 35-ft Steel Cutter
Rick Berg
Working in New Zealand
(Berkeley & Santa Cruz)

My *Changes* is prompted by *Elm Street*'s recent contribution and your

inquiry about the possibility of Yanks getting work in New Zealand.

Working in New Zealand is not only a way to top off the cruising kitty, it's also the best way to gain an understanding of Kiwi society. The people here are really as friendly and kind as is rumored, and the countryside around Auckland, where most foreign yachties work, looks like a cross between the Santa Cruz mountains and Napa at its most emerald. And everyone agrees, the South Island is much prettier. Imagine tripling the size of San Francisco Bay, putting back all the fish and shellfish, and adding 50 islands and 5,000 fanatical sailors; then you've got an idea of what sailing the Hauraki Gulf is like.

The best part of it is, that yes Virginia, it is perfectly legal to work here, and most of us who are wintering here are working legally, if only to get out of the rain. The situation is that so many Kiwis have emigrated, mostly to Australia, that despite record unemployment, there is a severe shortage of skills. For example, Kelly of *Elm Street* and Mark of *Saturna*, who are working on the Fay-Richwhite Building (as in Michael Fay), have both been asked to recruit more "ceiling fixers" when they go home on vacation. And they've been asked to come back and do more work after they've cruised Fiji next year.

Each month, an Occupational Priorities List comes out, indicating some of the job areas open to foreigners. Among them are boatbuilder (Trevor on *La Jonquille* and Ian on *St. Gerome*), nurse (Linda on *Elm Street* and Bev on *Saturna*), and medical doctor (Jan on *Eendracht*). Other visiting sailors are working legally as physiotherapists, cabinet makers, architects, nutritionists, dentists, lab technicians, journalists, machinists and computer operators. There is no problem getting work if you arrive on a tourist visa, but medical professionals are advised to contact the Health Department through a New Zealand Consulate before arriving because the licensing procedure takes some time.

In general, wages are lower than back in the States, but most of us are still putting money away as well as finding the time to sail, ski, climb, hike, river raft, say "Goodonya mate!", and daydream about the tropics.

Having read John Neal's *Milk Run* article on New Zealand, I didn't expect to

CHANGES

find work here, although I'd previously worked in eight countries in Europe and Latin America. But when I arrived in Auckland, I found four vacancies in the University of Auckland Economics department, only three of which were ultimately filled. As a former assistant professor at UC Santa Cruz, I snapped up a one year appointment. The experience has been so good that I may return, although possible jobs in Fiji, New Guinea, and the Phillipines beckon.

Before I go to replace Sueno's rusty hinges, I can't resist correcting some errors you've made. It's one American, two Americans, one Kiwi, two Kiwis (no apostrophe if not possessive). A kiwi is a flightless, nocturnal bird; and a Kiwi bird is the main reason I'm enjoying New Zealand so much.

P.S. Love your rag. Appearing in it is like being on the cover of *Rolling Stone*. Max Ebb flunked me the first time I took a sailing test at the Cal Sailing Club (would

that his articles are still my favorite part of *Latitude*.

— rick berg 12/3/88

Rick — The news that there are jobs in New Zealand for cruisers will be greeted with glee by future voyagers — ourselves included. We had no idea it was possible to legally get work.

Although we've only been able to spend a short time on the North Island, what we saw of New Zealand was magnificent. Auckland is now what we imagine San Francisco was like in the 30's; they even look similar. The rest of the country is a nature's paradise, except, of course, the now infamous Worst Sights of Wellington Tour that takes you — seriously — to a sewage outlet, a dog pound, a hospital laundry, the city dump and a graffiti-covered pedestrian underpass.

The only argument against spending six months or a year seeing New Zealand? The god-awful food. New Zealand's biggest labor shortage is cooks; they don't have any.

Our apologies to you, Rick, and our other readers who are driven to distraction by our various grammar and spelling eccentricities. Not wanting to accept the responsibility for them ourselves, we're dumping it on the Oakland Public School system.

**Foxy Lady II - Ericson 32
Brian, Jan & Brian Jr Caldwell
Noumea, New Caledonia
(Waikiki YC, Honolulu)**

In your September *Changes*, you asked if we would pass along our thoughts on the Ericson 32 as a South Pacific cruising boat. What follows are our personal feelings, experiences and facts based on three-and-a-half years south of the Equator.

Our second Ericson, *Foxy Lady II*, hull #540, was launched in Newport Beach in March of 1976. The boat was built back when Ericson allowed owners to visit the plant and inspect the work being done. So each afternoon, we put on our hard hats and went out on the production line to check on her progress. It was great fun, but at the time our technical knowledge was too limited to have made meaningful recommendations for modifications or reinforcing.



Although we were already dreaming of a South Pacific cruise, we did not plan on *Foxy Lady II* being the boat we would do it on. As with most decisions, ours to cruise *Foxy* was a financial one. The cost of selling her, then buying and equipping a larger/heavier displacement blue-water cruiser was a trade-off we weren't prepared to make! For us, the decision was the correct one. We have had a great time and are planning on continuing with *Foxy* the rest of the way around the world.

To date the boat has held up well through a number of large long or tough passages:

A March crossing from California to Hawaii that featured three gales.

Five years of cruising Hawaii's notorious channels.

A 22-day beat from Hawaii to the Marquesas.

Three-and-a-half years of full-time cruising in the South Pacific.

The modifications and a list of the basic equipment is as follows:

All oversize rigging.

A heavier duty cruising boom.

Reglassed/reinforced engine bed.

Teak & holly cabin sole.



French delicacy in Kiwiland.

you believe I put the jib on upside down?), but I've improved in the last ten years. Please tell Max (he won't remember me)



getting ready to make up the damn dinette!
— brian, jan & brian jr

The Caldwells — Thanks for the information. We're certain your experience is going to bring encouragement to the average hope-to-become-cruisers who have more desire than money. We imagine you can confirm our observation that the further out you get, the more often you see folks doing long cruises in budget boats that would be deemed "uncruisable" by the inhabitants of most California marinas.

**Tava'e - 50-ft Ketch
Girard & Madou Condon
Clipperton Island
(Armagnac, France)**

Say you're anchored off Puerto Vallarta, Mexico, and you want to sail to a part of France or a part of the United States, whichever is closest. Where do you sail? You know darn well you sail to a part of France or we never would have asked this question. But what part of France?

You sail to Clipperton Island, some 750 miles southwest of Puerto Vallarta. The only people we know who have sailed to lonely Clipperton are Girard and Madou Condon, two of the more adventurous and enterprising cruisers we've had the pleasure to meet.

Gregarious 56-year old Girard is a former pilot in the French Navy who has sailed all over the Pacific for the last 20 years. His most recent cruise started in the South of France in 1979 with the launching of his 50-ft cold-molded ketch, *Tava'e*. He and Madou sailed the boat across the Atlantic, through the Canal, to Tahiti, New Zealand, Australia — all over the Pacific. While there he built a couple of businesses and a home in Tahiti. Both the businesses (the restaurant *Moana Iti*, and a distributorship for cognac for the entire Pacific) and his home were destroyed by Hurricane Veena that ravaged Tahiti in early 1983.

He sailed away from those ruins singlehanded to Hawaii, and was joined again by Madou for the trip to San Diego. Intending to sail to Canada, their then thin-blooded bodies were thwarted by the cold. They ended up spending a season at Pelican Yacht Harbor in Sausalito. Having had enough of even San Francisco cold, they sailed to the Sea of Cortez, where

Jan, Brian and Brian — the Caldwell family.

- # Interior hand rails.
- # Universal 11 hp diesel (which is now ten years old).
- # Auto-Helm windvane.
- # A permanently-mounted Ampair 100 wind generator.
- # Magnavox SatNav.
- # Kenwood all-band radio
- # Technautics (engine driven holding plate) refrigeration.
- # VHF radio, depthsounder and propane gas stove.
- # Tiller Master autopilot for motoring only.

Our ground tackle consists of the following:

- # (2) 35-lb CQR's.
- # (1) 35-lb Hi-Tensile Danforth
- # (1) 22s Danforth
- # 200-ft of 3/8" chain.
- # A year ago we added a Maxwell-Nilsson windlass.

No major structural changes or reinforcements have been made to the boat. Other than a few blisters, which I plan to fix in Australia, and a few stress cracks and/or 'spiderwebbing' around the inner shrouds, the boat is holding up pretty well.

Foxy has never been raced and we are quick to reef, so other than some rough weather, she has not been driven hard. Obviously, the original waterline has long since disappeared, as it's an ongoing battle to keep the weight down and collected junk to a minimum.

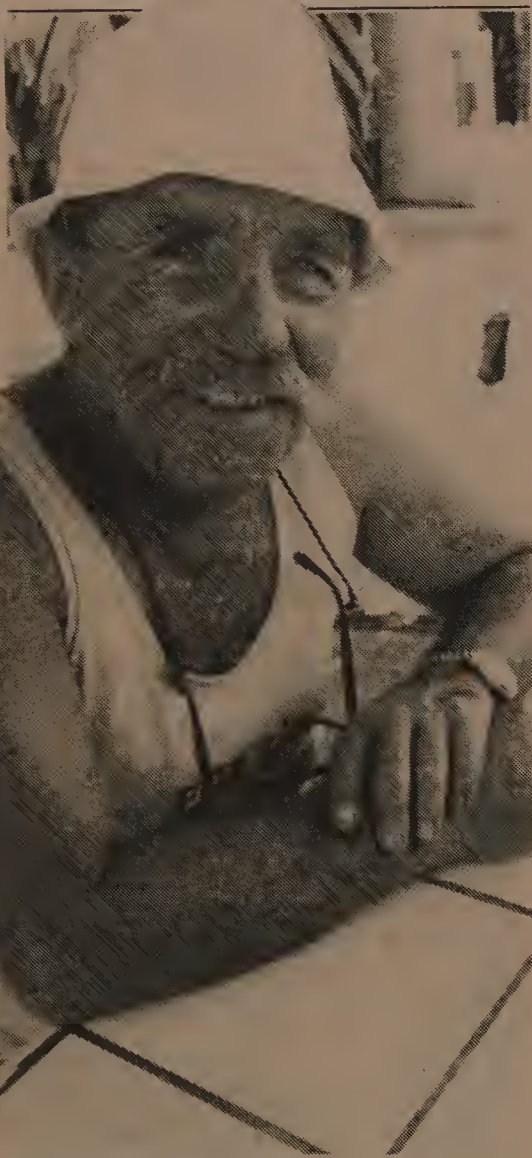
As for size, the boat is too small for a family of three (plus cat!). And, we don't really like having to transform the dinette to a double berth every night. But it sure beats the hell out of going to the office every day.

In summary, our decision to cruise on *Foxy Lady II* was right for us at the time. Yes, we would love to have a 40 to 45-ft heavy displacement cruiser with everything furling but the sun canopy, but that tradeoff would have been too great. We didn't want to die at the dock getting the 'perfect boat' ready, nor did we want to be forced to complete our circumnavigation in just two years.

P.S. Right now we are anchored by ourselves off a waterfall at a quiet and beautiful New Caledonian anchorage —

COURTESY THE CALDWELLS

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The much travelled Girard.

they chartered out of La Paz for a season before moving on to Manzanillo.

While berthed at Las Hadas, Madou informed Girard that she was interested in seeing some of the interiors of the countries they visited, not just the coastlines. So they left the boat at Las Hadas and started driving to Mexico City in a rented jeep. In the kind of coincidence familiar to all travellers, somewhere high in the mountains of Michoacan, they stopped at a very modest seven room hotel run by a gentleman who was half French and half Vietnamese. Understandably, loquacious Girard and the owner of the tiny hotel drank wine and talked until dawn.

Girard learned that the man had written to DeGaulle and obtained the rights to build a casino on remote Clipperton — even though the man had never seen the island. Madou, whose father is a jeweler in Tahiti, learned that she knew the man's brother. That settled it, the adventurous

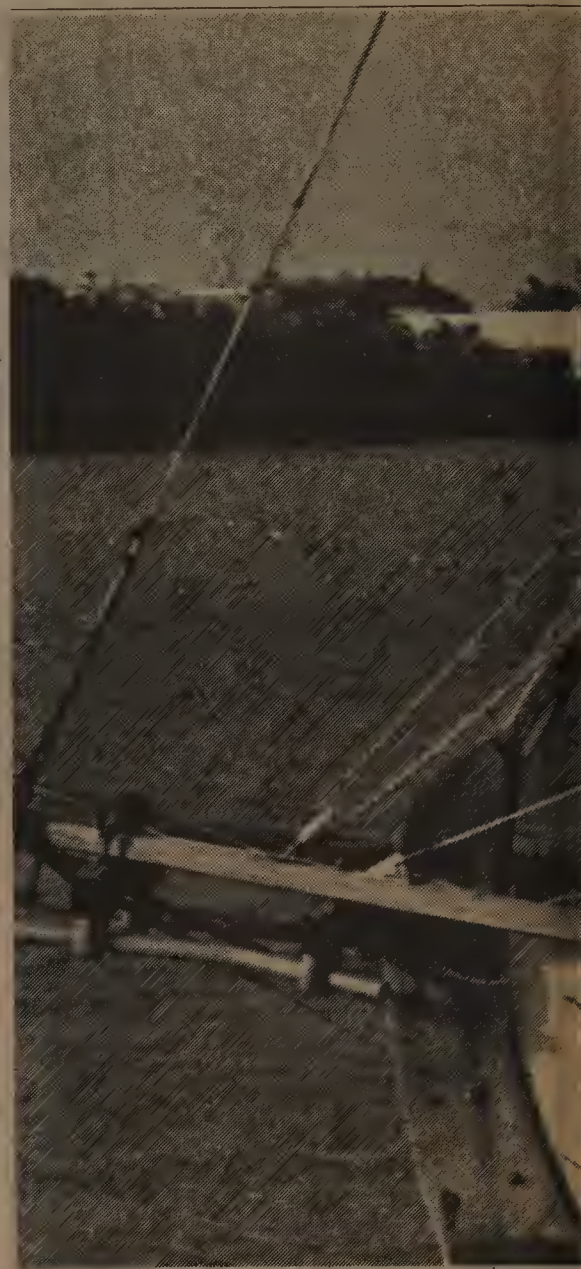
French couple would have to make the lonely sail to Clipperton.

Located in somewhat the same region as the oceanic islands of Mexico, you can't help but wonder why Mexico hasn't claimed Clipperton. In fact they did earlier in the century. The Franco-Mexican dispute over Clipperton was before the World Court from 1909 until 1921. An Italian judge ruled that it belonged to France. Why anyone would fight for Clipperton is at first glance a mystery. It doesn't culture of La Belle France, the romance of French Polynesia or the charm of the French West Indies. What it does — or at least did have — is strategic value. With a landing strip built by the United States in World War II, DeGaulle valued it because it meant France aircraft could service and protect French Polynesia and New Caledonia without having to land on foreign soil.

Having sailed 650 miles from Manzanillo, Girard and Madou found Clipperton to be a small, uninhabited island whose brackish lagoon was closed to the open ocean. There is only one good anchorage at Clipperton, on the northeast side. With 25 knots of wind blowing from the northeast, the duo had no choice but to find shelter on the leeward side. Anchoring was difficult. Two bow anchors were dropped among the coral in 21 feet of water. Fifty feet further offshore, at the stern of *Tava'e*, the water was 200 feet deep. A 4.5 knot current and heavy breakers onshore didn't make life any easier.

Despite the inhospitable conditions, they stayed for four days. Trips ashore revealed that the World War II runway and buildings were in almost complete ruins. It also revealed that Clipperton is a roaring success as a bird sanctuary, with millions of boobies, terns and other winged creatures. And their attendant guano. Clipperton is almost overrun with big red crabs, which alas are for all practical purposes inedible because they taste terrible as a result of feeding on the guano.

Clipperton didn't sound like a such a garden spot of the world, so we asked Girard if the 750-mile trip out and then 1800-mile trip to Costa Rica had been worth it. He laughed and laughed, and finally said, "No". It's the first time we can remember somebody not being able to



rationalize a voyage to somewhere. Naturally, there's no casino on Clipperton and never will be.

Actually, Girard was able to salvage a golden experience from the trip. While out in the middle of nowhere they were buzzed by the helicopter from the San Diego-based tuna clipper *Marie Terese*. Talking on the radio, the captain of the tuna clipper asked if he could come buy a take a couple of photos. Girard said, "Mai ouil!"

It's two month later, and *Tava'e*, low on fuel is battling the adverse current at Punta Mala, Panama, trying to keep out of the path of freighters. Seeing a ship on a collision course with him, Girard got on the radio to advise that he was out of fuel and couldn't maneuver. A reply came over the radio asking how much fuel he needed. It turned out the call wasn't from the freighter on the collision course, but *Marie Terese* some 30 miles over the horizon. The tuna clipper captain sent over a small boat with 50 gallons of diesel, gratis, to Girard and Madou.

"It was fantastic," bubbles Girard. "You know, sometimes there are problems between sailors and powerboats. But now I defend them!"



COURTESY SHANGRI-LA

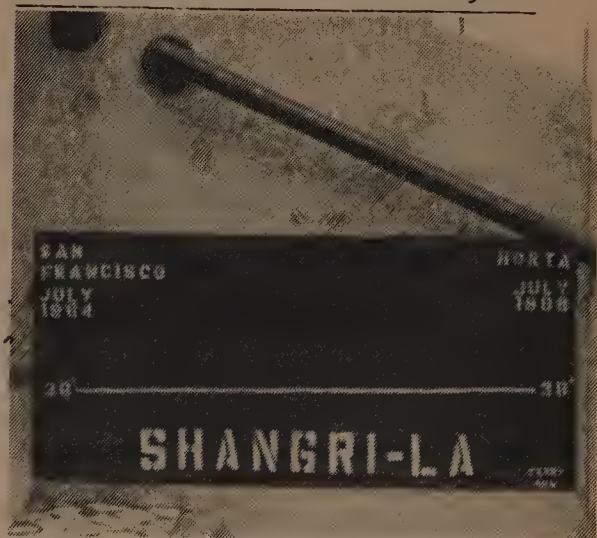
Jerry and Ann in Boot Key, Florida.

cruising Central America starting showing up in Florida after spending the winter in the Rio Dulce of Guatemala. Among them were Chris and Lynn on *Cynera*; Denny and Norma Chandler on *Cheechako*, and Nick and Betty Coates of the Peterson 44, *Expectation*.

Naturally we continued to work feverishly on the boat to get it ready for the Atlantic. Jerry did such things as pump muriatic acid through all the cooling jackets of the Volvo diesel to get rid of salt deposits that might have built up. Jerry also replaced all the standing rigging without dropping the mast; that meant many trips up the 45-ft stick while I manned the safety line.

Jerry always said he wanted some adventure in his life, but when we cast off on May 25 for Bermuda (969 nautical miles), the Azores (another 1812 nautical miles), and Europe (yet another 912 nautical miles), Jerry said that maybe it was a little more adventure than he'd bargained for. We cannot describe our feelings as we set out on what turned out to be a 4,928-mile crossing!

The trip to Bermuda saw us in mostly light winds or becalmed. The 11 days we were in Bermuda it blew 25 knots every day under gray clouds. Although we obviously hit a bad bit of weather while there, we enjoyed Bermuda very much. It seemed like a role model for Disneyland



38 to 38.

COURTESY SHANGRI-LA

months in San Diego. I joined the boat in San Diego and we left for Mexico on December 1. We then spent 18 months in Mexico, six months in Costa Rica, three months in Panama, three months in the San Blas Islands, one month in Honduras' Bay of Islands, and arrived in Marathon, Florida on May of '87.

With the hurricane season over — Emily just missed us — there was a tremendous amount of work to be done on the boat in preparation for the Atlantic crossing. Living aboard made getting the jobs done all the more difficult. On Christmas Eve we went to a potluck dinner for the 70 or so boats anchored in Boot Key. It was at the potluck we met, through other friends, Don and Sally Dmytryck, who a short time later gave us use of a nearby house with dock in back! Not only did it make the work go faster, but it was heaven to once again have things like hot running water and plenty of ice whenever we wanted it.

While in Florida, we met a lot of old friends. Norm and Jackie Michaud of *Diadreen*, who spent 18 months cruising the Med, gave us a three-hour seminar on the subject. By May a lot of friends from

with not a blade of grass out of place.

The dilemma on the Bermuda to Azores crossing is whether to go north in

You live and you learn. What Girard has learned is his many years of travels is the most important thing about any place is not how beautiful it is, but how wonderful the people are. His all time favorite are the folks he met way back in 1960 on the cold, foggy and otherwise unpleasant coast of Nova Scotia. It was partly from that experience that he developed his theory: "People from the warm, tropical countries are spoiled. Those who live in the cold countries have to be friendlier." Girard is not the first to have made such an observation.

— latitude 11/1/88

Shangri-La - Rafiki 37
Jerry Meyer & Ann Carver
Florida to Europe
(Oyster Point Yacht Club)

(Editor's note: the following is a heavily rewritten and extremely condensed version of Shangri-Las's most recent newsletter).

For background, Jerry left Oyster Point on Fourth of July '84 and then spent five

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search of more dependable wind or take the shorter rhumb line course. Our friends, Jim and Sandy Ford on *Windrose*, went north and did just fine. We took the rhumb line and sailed in 5 to 8 knots of wind on the beam for the first eight days! When we finally got wind, it was on the nose. What a nightmare! As a result, Jerry will never completely believe the windrose on a pilot chart again.

During the long crossing to the Azores, one of the two of us was always on watch. And for good reason. There were 8 to 10 times when we felt compelled to change course to avoid a ship. At least four times there probably would have been a collision if we had not seen the ship and changed our course. We have cruising friends who just go to sleep below when they get tired; not ol' Jerry and Ann.

After taking 21.5 days to cover the 2249 nautical miles to the Azores, we were greeted by our friends on *Windrose* who had arrived six days earlier. They brought us champagne and a care package of fruit and chocolate while we waited for Customs the next day. After checking in and getting a slip, we proceeded to totally enjoy our stay in the Azores. The island of Faial is a paradise! The city of Horta, where we stayed in the marina, had just won a prize in a yearly competition for being the cleanest city of its size in all of western Europe. Believe us when we tell you it was clean, because you could have eaten off the street. We were also told that they haven't allowed anyone to build a modern style building in the downtown area for the last century. Owners can renovate, but only in the exact style of the old downtown. It's beautiful and the people were unbelievably friendly.

Following the custom of most yachts, I painted the boatname *Shangri-La*, along with our two names, home ports, and starting and arrival dates on a wall. I drew a line through it and titled it "Latitude 38", since Horta and San Francisco share that position. There are hundreds of other such boat mementos on the walls.

Our final leg to Europe was once again plagued by light winds, and we motored almost halfway. When we finally killed the engine at Cascais, Portugal, I went into my Rocky-at-the-top-of-the-stairs stance and Jerry started wildly pumping his hands up and down while jogging in place.



It used to be you went boating to beat the crowds.

We both cheered at the top of our lungs. We'd actually crossed the Atlantic Ocean — what a thrill! True, we hadn't battled any storms, we hadn't had any major problems, we had to power quite a bit, and we'd had our share of boredom. But that just meant we'd either been lucky or smart — either of which we'll gladly take.

During the 43.5 days we spent crossing, Jerry always filed a daily position report and other traffic with shoreside ham operators. We will always believe in the magic of ham radio on long distance cruising boats and thank our lucky stars for those wonderful hams on shore who willingly gave so much of their time to help us.

We spent one night in Cascais, a very affluent area with palatial homes just seven miles from Lisbon. The next day we put into a marina in downtown Lisbon — convenient to everything — next to our friends on *Windrose*. This was the start of a whole new kind of cruising. We began sightseeing 1,000 year-old castles, 1,500 year-old churches and 2,000 year-old

Roman ruins. We became immersed in the history of a culture entirely different from ours. It was wonderful. And we were able to do it without huge hotel bills, as the berthing was only \$3.25 a day. Food was also cheap, because we bought with the locals and prepared it on the boat. It's a lot of work to get a small boat to Europe, but the benefits once you get here are outstanding!

After 11 days we began to head south looking for a winter home. Our first stop was Sesimbra in the more touristy part of Portugal. We fell in love with the place! It has a gorgeous sandy beach, wall to wall sunshine, crystal clear water and the most beautiful, young topless girls Jerry has ever seen in his life. At one beach we asked an attendant if we could leave our dinghy next to his boats. His topless girlfriend, who was sunbathing next to him, rolled over and joined in the conversation. I wish you could have seen Jerry attempting to talk to her in his Portuguese-Spanish while trying not to stare at her incredibly beautiful boobs! I don't know what he's going to do when he gets to Yugoslavia, where the girls supposedly wear even less.

Continuing these day hops down from



Lisbon, we stopped at Sagres, birthplace of Vasco de Gama, who discovered the route to India. Then we did an overnigher and were in Spain, speaking Spanish for the first time since Honduras 16 months before. At Puerto Sherry the berth rate was \$12/night, not including electricity and water. Luckily marina prices drop 50% in winter when most boats return to their homeports.

A day or so later we were on the train to Seville. The city was highly recommended to us in Puerto Vallarta way back in 1985 by our friends Ernie and Roselle Denecke on *Aquarius*. At the time they were just returning to the States from Turkey, having been out seven years cruising. They had spent two winters in Seville and loved it.

Spending a whole day securing reservations for a berth at the more economic of Seville's two marinas, we returned to *Shangri-La*, made a side visit to Gibraltar, then brought the boat up the Guadalquivir River and its locks to Seville. Once secure in the berth, we began roaming Seville and instantly came to love it! Ernie and Roselle were absolutely right. Seville is alive, vibrant with a warmth that

you can instantly feel, and drenched with Spanish and Hispano-American history. I mean, Columbus is buried right here in the cathedral! The Archives of the Indies contain 4 million pages of records, mostly the logs of Spanish Main treasure ships, covering a 300 year period. We stood in the room where Magellan, along with the King and his advisors, planned the first circumnavigation of the world. For hundreds of years Seville had the exclusive Spanish royal monopoly on trade with all of the New World that was owned by Spain. Oh, the history is incredible!

Shangri-La will be here until the end of *Feria*, a Seville Spring Fair that started more than a century ago and is said to be fantastic. This means the boat won't see saltwater again until May of 1989. Meanwhile, Jerry is diligently working on his Spanish. He has programmed a C64 computer to help him learn the words and now has a working vocabulary of about 600 words. He'll start a private school class in town next week to develop an ear for Castillian Spanish. Jerry has already worked out another arrangement with a local Spaniard. In return for Spanish lessons, Jerry will teach Ramon Jimenez Garcia, who spent seven years on scholarship at the University of North Carolina, computer programming.

Now about some big changes. I originally planned to spend only two years cruising with Jerry. It got expanded to four marvelous years, but for purely economic reasons I must now set aside adventure and return to the working class. Jerry is a great skipper and *Shangri-La* a perfect cruising boat. Jerry says that both he and *Shangri-La* will miss me, and I know he means it.

If anyone knows of a good opportunity for me in the States, please write me at 4535 West Sahara Ave, 105C, Las Vegas, Nevada 89102. Similarly, if there are any attractive experienced cruising ladies out there looking for a boat, I suggest they write Jerry at APDO 1230, 41080 Sevilla, Andalucia, Espana.

Both of our very best wishes go out to all our loved ones and friends around the world.

— ann carver 10/24/88

Mahina Tiare - Halberg/Rassy 31
John Neal & Barbara Marrett

The South Pacific (Friday Harbor, Washington)

We'd like to say a big 'thank you' to all the *Latitude* readers who sent us medical supplies for the Cook Islands. We flew back to Kona in April of '88 with two footlockers and three duffel bags full of medical and boat supplies, then sailed south to fascinating Fanning and back to Penrhyn. It turned out that the most appreciated medical supply was the children's antibiotics. There had been a serious influenza outbreak that had closed most of the schools in the Cooks.

It seems to me that the Cooks are going downhill in terms of health care, education and transportation to the outer islands. If any yachts have access to surplus medical supplies or physician's samples, please bring what you can carry; the local doctors and nurses will be delighted to see you!

From Penrhyn we sailed to Manihiki for a brief visit, then down to Suvarrow (official spelling) which is also known as Suvarov. While in Penrhyn we'd heard Ian McNair, a singlehanded Englishman, had been shipwrecked on Suvarrow. We were anxious to see if we might be able to help him salvage his 29-ft sloop. Ian had been on his third circumnavigation when he overslept; the result was that his boat ended up in the surf and then smashed on



John and Barbara.

the windward side of Suvarrow's reef. *Arion* might have been salvageable, but it's unclear if the boat would have been worth the effort.

After 60 days Ian was still camped out on a tiny islet that is only a couple of

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inches above sea level at high tide. His continuing presence was much to the consternation of the Cook Islands government, which is concerned about what might happen to him during hurricane season.

Two Office of Outer Island Affairs workers, Itako and Mu, live in deceased hermit Tom Neale's cabin on Anchorage Island, the largest of Suvarrow's mostly awash reef. Part of their job is to make sure that yachties don't move ashore and try to homestead there — as happened a couple of years ago. Both of the men are from Puka Puka in the Northern Cooks. We had them aboard for dinner one night and heard great stories about life on the most isolated of these islands.

One of our highlights at Suvarrow was to float out the pass in three knots of current while hanging to the side of our sportboat. Wearing masks and snorkels, at

still lives a subsistence and trading lifestyle that leaves it dependent on irregular freighter visits for much of what they need.

When Tavake, the Customs officer, asked if he could buy any "excess alcohol", we replied that we didn't have much, but offered him half a bottle of rum in exchange for some cabbage and lettuce from his garden. We later learned that his asking for alcohol is a longstanding routine — and a problem — for him. It's the reason he was demoted from Neiafu to Niuatoputapu.

The following day Tavake asked another yacht, which he was in the process of clearing in, to radio Pago Pago to see if the next yacht coming to the island could bring him six liters of both rum and vodka. At this point the local Peace Corps worker, who had spent three years in Tonga, explained that if Tavake got that much booze, he and his friends would drink it in one sitting until it was gone. And then they'd probably bash their wives and children. Several other Tongans explained that their island was "dry" by choice and asked yachties not to bring booze ashore. We left just as the yacht carrying the 12 liters arrived. When they learned what was going on, they wisely decided to sell the booze to other yachties so it wouldn't end up on shore.

As a general rule, Polynesian people, especially on the outer islands, don't handle liquor well. They consider it rude, for example, to leave any bottle unfinished. According to the women, wife-beating is often a consequence.

What started off as hospitality — yachties offering the officials a drink when clearing in at Vavau and Niuatoputapu — got totally out of hand last year, with officials at both places sometimes demanding a bottle before giving yachts outbound clearance. As a result of complaints, the Customs officer at Niuatoputapu was fired and Tavake was sent to Niuatoputapu — which he considered to be the equivalent of being shipped to Siberia. And where, unfortunately, he's revived the problem practice all over again.

So, whether you're arriving in Fiji, Tonga or the Cooks, the best things to offer officials are lemonade, ice tea or coffee and some cookies.

Several times this year we've also



been asked for "hot magazines", which is the way locals describe publications like *Playboy* and *Penthouse*. In fact, we've heard yachties brag about how much lobster they've gotten per magazine. We think this gives locals a warped idea of American women and might create problems later. A little thought on the consequences of your gifts goes a long way.

We hadn't planned on visiting Fiji this year, but at the last minute changed our minds and spent a month visiting Levuka, where we cleared in, and Suva. After hearing the stories of the most recent coup, we didn't know what to expect, so we were a bit surprised when the soldier who was supposed to be searching *Mahina Tiare* for guns we might be selling to the ethnic Indians, invited us home for a kava ceremony and dinner. He did this even before he'd searched our boat! We later had him and his wife out to the boat for dinner, during which time we learned much about Fiji.

Suva is a study in contrasts. You've got soldiers with guns marching double-time



Playboy and rum — warping the locals?

one time we were surrounded by literally thousands of trevally fish, with a few sharks and rays thrown in for good measure. Visibility was over 160 feet!

Our most interesting stop of the year was at Niuatoputapu, the northeasternmost island of Tonga, one that only recently had a pass blasted through the reef. The island



in formation past the yacht club. You've got many ethnic Indians selling out as quickly as possible and leaving the country. Then too, you've got others investing millions in the future of Fiji.

The proposed constitution takes away the right of everyone, ethnic Indian and Fijian, to vote, except for the chiefs. We suspect there will be more turmoil ahead. From what we could see, however, there wasn't much effect of the last two years of military control outside of Suva or Lautoka — other than the fact that tourism has taken a serious nosedive and the economy is reeling.

We got lucky on our passage to New Zealand, leaving early in October and making it all the way to Auckland in less than nine days. Light to moderate air predominated, and we motored for about 110 hours. The last two days brought fantastic 25 to 35 knot northwesterlies that sent us broad reaching down the coast at six to eight knots. It was cool though, and we were bundled up at night as though we were sailing on San Francisco Bay.

During the passage we received

Puerto Vallarta: It's getting downright civilized.

excellent weather information from Kerikeri Radio at 0700 GMT, 4419.4 USB. This is an unpaid volunteer service operated by ex-cruisers John and Maureen in the Bay of Islands. Since they use SSB frequencies you don't have to be a ham to check in.

Lots of Americans continue to think New Zealand is tropical. It's not. It was in Auckland that we fired up our Shipmate kerosene heater for the first time since Easter Island. We also saw penguins swimming in the marina. No joke!

The Kiwi Customs, Immigration and Agriculture officers are as friendly as ever. But, they are adamant about yachts not stopping anywhere in New Zealand prior to checking in. It's cheapest to check in at Auckland; all other locations cost an extra \$20. In addition, we've been told that Kiwi officers will be patrolling the Bay of Islands with new high-speed custom launches and drug-sniffing black Labs to look for dope. Apparently at least one U.S. yacht was seized for bringing dope into New Zealand

last year — a pretty dumb move on the part of the yachtie. The good news from New Zealand is that visiting yachts may now stay in the country more than 12 months, the old limit, without having to pay 47% import duty.

We chose to bypass the Bay of Islands on arrival this time, partly after hearing that Kiwis are getting slightly tired of the large number of overseas cruising boats that remain stationary from November to April, crowding their holiday anchorages. According to one Customs officer, 80% of the visiting yachts never go south of the Bay of Islands — which is really a shame since the rest of New Zealand offers such terrific cruising.

We left *Mahina Tiare* at Auckland's Westhaven Marina for \$6 a day; they have plenty of room for visitors. Then we rented a car at about \$35 U.S. a day (the best deal around), and headed south. Right now we're in Mt. Maunganui, which is like a California beach and surfing town in the early 70's. The best part is that there is a huge new marina and great boatyard with a Travel-Lift across the bay in Tauranga. I can't wait until we sail down here! But first we have to work for a few months, so we'll soon be flying back to teach more seminars and work some boat shows. We hope to see everybody then.

— john & barbara 10/30/88

Puerto Vallarta Facilities S/V Edward D. Rowan Sheila Rowan (N/A)

We've been here in Puerto Vallarta since April and thought that the new cruisers of '88-'89 might be interested in the current status of boating facilities. There have been many changes in the last year, with more coming up for '89-'90. Cruisers will enjoy the improvements in the range of services.

1. The new marina is almost completed. It will probably be in full operation by January with power, water and dock boxes for every slip.

2. The Royal Pacific Yacht Club is under construction, but probably won't be ready until the fall of this year.

3. Marine store. The inventory is being ordered now.

4. Full service haul-out yard with Travel-Lift, repair and boat storage yard.

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Don Murray of the Sausalito-based *Galatea* is hauling out this month and will report on his experience in an upcoming issue.

All of these services are located "on the pond", the ultimate anchorage in Puerto Vallarta Harbor at the north end of town. George, the Harbormaster, speaks excellent English and comes from a family that has a long history with boats. He is extremely courteous and is unfailingly innovative in helping solve boaters problems.

Currently the marina has 40 slips completed with 60 more due to be ready by January 15. They will have VHF communications with arriving boats, mail service, laundry machines, showers, etc. *Commerical Mexicana*, Mexico's answer to American supermarkets, is two bus stops away. Two other 'mall-type' shopping centers are nearing completion nearby. There is also a fairly-priced and friendly staffed convenience store in the marina.

We avidly read *Latitude* before leaving the United States in March of 1986, and your accurate and current information assisted us many times.

— sheila rowan 11/11/88

China Moon - Vancouver 25

Gene & Sharon Averill

Pacific Northwest

(Richmond & S.F. Bay)

China Moon and we finally arrived in the Pacific Northwest in good shape — although the "Moon" took a detour to Ventura to pick up another boat before meeting us in Anacortes, Washington. Dealing with a commercial boathauling company is a story in itself! Nonetheless, after a week of boat maintenance, *China Moon* was ready to launch, and we eagerly headed to Oak Harbor, which would be our permanent marina for the coming year.

July 19 found us beginning our voyage north. We sailed thru the San Juans, a 19 island archipelago between Washington and Vancouver Island, for a week before meeting Bay Area friends who were up chartering a sailboat. Many of the smaller San Juan Islands are marine parks and boaters are free to hike, take clams and dive in the clear water.

After buddyboating for a week, we continued north through the Canadian Gulf Islands off the east coast of Vancouver Island. We anchored in numerous protected

spots and enjoyed the people and varied scenery at each anchorage. When the wind finally switched in our favor, we made the 35-mile passage across Georgia Straits to the Sunshine Coast of western British Columbia. It was a perfect sail, reaching in 12 to 18 knots of wind.

Our ultimate destination was Princess Louisa Inlet, which required that we wind inland over 45 twisting miles of fjord-like reaches, then opening to island-strewn sounds. Ironically, the further north we travelled, the warmer the water became. We enjoyed taking oysters, clams and crab.

Upon arrival at the entrance of narrow opening to Princess Louisa Inlet, we had to wait for slack water. Extremes in tides can be as much as 19 feet and the current at the entrance to the inlet can be nine knots and more. But once inside the four-mile long Princess Louisa Inlet, a profoundly beautiful vista unfolded before us! Seven thousand foot tall cliffs, with clumps of pines growing out of the crags, soared nearly straight up from the water's edge. Dozens of waterfalls cascaded from glacial peaks, warming as they tumbled down the granite faces into the Inlet. The deep, still water reflected the walls of the towering cliffs, giving us the feeling we were suspended mid-air as we travelled on.

At the end of the Inlet is the largest and most voluminous of the falls, the aptly named Chatterbox Falls. Once there, we were 60 miles from the nearest phone and 40 miles from the nearest road.

A stay of at least several days is necessary to fully enjoy the scenery. We bathed and swam in a different waterfall each day. We hiked steep trails and rowed our dinghy to different nooks, spying through the pristine water at the fish trying to escape the hungry seals.

After six days at Princess Louisa, we began retracing our steps across Georgia Straits and the Canadian Gulf Islands, anchoring in the coves we had missed on the way up. The weather was holding, so we took our time sailing back through the San Juans, relishing the last week of this wonderful voyage.

We finally arrived back in Oak Harbor at the end of September, where we'll wait out the winter preparing for next year's journey.

The cruising up here has been fantastic, with literally hundreds of islands



and anchorages to explore. In over two months of cruising, we saw only six days of rain; the rest of the time we were in shorts and t-shirts.

We're really enjoying living aboard and cruising our Vancouver 25, and have never regretted pulling the plug on our shorebased existence. We expect to be here another year before heading south again.

— gene & sharon 11/8/88

Cruise Notes:

"Fire; friend and foe", write Don and Jan Perkins. They should know, as it cost them their boat.

The couple departed San Francisco in October of 1985 aboard the Pearson 424 **Perkee II** with expectations of a world cruise. As things turned out, they never got further than Mexico. But cruising Mexico is great and they decided to settle in. They've been as far south as Z-town and spent a bunch of time in the Sea of Cortez.

Their final trip began on November 2, when they left La Paz for a week's cruise to nearby Isla Partida. On November 4, they went out to do a little fishing. Here, according to Don's accident report to the insurance company, is what happened:

"My wife put some coffee on the stove and returned to the cockpit. Approximately one minute later, the stove or area around the stove exploded, setting fire to the boat. I went below to try and put the fire out, but it was too hot and I had to go back out to the cockpit. At that time the two of



SHIMON VAN COLLIE

The Pacific Northwest: cruising of a different sort.

us abandoned ship, getting into the dinghy with a handheld VHF. We put out a MAYDAY on channel 16 that was answered by *Greyhound* and *Nuggett*. We remained near *Perkee II* until the panga *Kinko II* arrived. He took us to *Nuggett*, which took us back to La Paz. When we left the area, *Perkee* was burned to about 12 inches above the waterline. She later sank in about 100 meters."

Perkee II was insured with Aseguradora Mexicana through Vagabundos del Mar. Perkins says he'll keep us informed on how his claim is handled. We'll report if anything interesting develops.

George and Iris Wilson aboard *Voyager*, a Ventura-based Cheoy Lee 44, report they've on their way to Puerto Vallarta for Christmas. As the Sea of Cortez water warms in the spring, they'll head to Guaymas, Mulege and La Paz. From there it will be on to their ultimate destination, Fort Lauderdale, via Central America, the Canal, Belize and Key West. The Seven Seas Cruising Association members, who are also both hams, report that *Voyager* is three tons over her launch weight, but nonetheless sails like a champ. "We are retired, living on a short budget, but very happy," they conclude.

Tom Huynes and other members of the Concord Sea Otters Dive Club recently visited Fiji. Huynes noted that some 20

boats are hoping to survive the hurricane season in Fiji, where it's possible to *really* get nailed. Approximately 60 more yachts had departed for safer waters in earlier December. Among those seen were Northern Californians Bob, Lisa and "Little One" Shepard on the Traveller 32, **Yankee Lady**, at Malolo Island. Huynes also notes that "Suva will never be the same" since "Krazy Jackie from Samoa" has decided to spend the season at the Royal Suva YC. Huynes, incidentally, was kind enough to deliver some November *Latitudes* to the yachties at the Royal Suva.

The Concord Otters found Suva and the rest of Fiji stable and welcoming tourists in the wake of the political turmoil. If you're down that way by boat — or plane — the folks from Concord has only good things to say about Bequa Divers out of Beachcomber Resort.

Kathy Gilbert of Redwood City says "hello" to Winfield and Nancy on **Windborne** and Joe and Shirley on **Checkmate**, and "hope we meet again on some undetermined atmosphere and in some other time zone."

The two **worst things about the tropics?** The first is hurricanes. They can kill your butt — right now! The second is coconut and palm oils, which because they promote the shelflife of food products, are used so extensively in prepared foods. These tropics oils kill you, too, but slowly by clogging your arteries. You think lard has a lot of fat — and it does. Coconut

oil, however, has 100 times as much saturated fat! So read the labels and watch out for things like Triscuits, Chips Ahoy Cookies, Post Fruit & Fibre cereal, Goldfish crackers, Quaker Chewy Granola Bars and Cool Whip topping.

Did you read earlier in *Changes* where Ann Carver, having cruised for four years, was looking for a job? Nick & Betty Coates of Aspen, who have been cruising the Peterson 44, *Expectation* six months a year for the last five years, hired her. They'd bumped into each other in Seville, Spain (Disney was right, it is a small, small world) and the Coates "thought Ann was such a neat and capable gal that we hired her and she is now at work for our company in Aspen". Good stuff like that happens to people who travel.

We'll have to wait until the next issue to tell you what Nick and Betty have been up to, but they do ask that we "keep pounding it into sailors going south from California that the thing to do is avoid the Sea of Cortez in December, January and February, and get down to the mainland where it's warm. You can't beat Baja in April and May, but the Northers will kill you in the winter." Amen, Nick and Betty, that's been our suggested itinerary all along.

More grandparents out having cruising fun. Ray & Marilyn Masnaghetti, Elkhorn YC members who kept their Passport 42 **Nikki Loraine**, in Moss Landing, report that they've completed the 3.5 year, 6,000 mile journey to a temporary home in Tarpon Springs, Florida. We'll have more on their journey in the next issue, but will leave you with their parting words: "Your excellent advice to 'do it now!' still stands."

She hopes it's not impossible. Anne Winton of San Francisco is planning a sailing trip to the Caribbean in two years, and hopes to visit as many islands as possible. Anne has a golden retriever she wants to bring along, and wants to know "what the proper and necessary procedures will be to bring her into that area". Can anybody help out?

Requests for Roving Reporter t-shirts, we're sorry to say, have gotten out of hand. Folks have been writing in asking us for two, three and even four of them at a time. the original intent of giving out the t-shirts has been lost, so we're simply going to terminate the policy for a while. Sorry.

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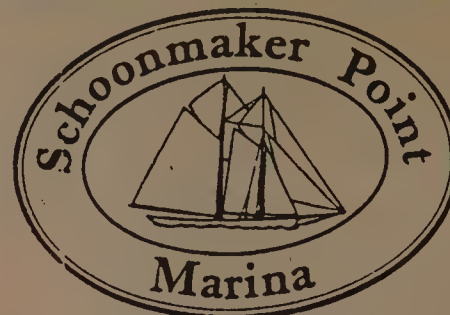
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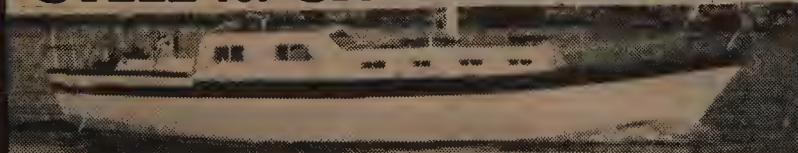
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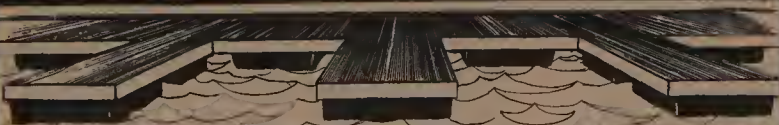
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26-FT THUNDERBIRD SLOOP. Survey June '88. Very good condition. All new running and standing rigging. Full battened North main, 1987. New thru-hulls. Full boat cover. \$5,950. Call 415-993-6634; 707-994-6281.

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COLUMBIA 26 MK I, 1965. 7.5 Honda. Excellent condition. Large interior, new bottom, Sausalito berth. \$4,950. 415-550-1782 or 415-331-6219.

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30-FT WILLARD VEGA Horizon Motorsaller, 1975. 50 hp Perkins diesel MD-108. Many extras: Avon dinghy, 2 hp Johnson o/b, custom interior, VHF, RDF, AP, sextant, library, charts, windlass, fishing gear and much more. Bristol condition. \$36,500 at Discovery Bay. 415-634-2911.

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HINCKLEY PILOT 35, 1966. Fiberglass sloop. Atoms steering vane, 13 sails by Hood, Banks, Elvstrom, autopilot, Perkins 4-107 dsl, B&G Instruments, RDF, Barent winches, Proctor spars, dodger, heater, dink with o/b, in Sausalito. \$34,500. 415-567-8880 or 415-459-3913.

CHEOY LEE 33-FT KETCH, 1975. Excellent condition, glass hull. Year-round cruiser. Liveaboard, shower, heater, spacious. Full keel, 5 sails, Volvo dsl, Berkeley Marina. \$33,000. 415-524-3065.

PEARSON 36. Beautiful Blue-hulled racer/cruiser. All teak below. Crankable dsl. Set for single/short handing. Signets, autopilot. Many sails. Martec. Documented. Ideal for fast offshore cruising/racing and/or liveaboard. Topside teak Tuff-Shielded. \$41,000. Call 801-649-3394.

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BRISTOL 39. Designer H. Herreschoff built 1968. Excellent shape. Fully equipped, Loran, VHF, 11 winches, Avon, Sleeps 7. Sausalito berth. \$32,500 firm. 503-560-3200 eves.

J-36, 1981. 15 sails, some never used. 22.5 hp diesel, wheel steering, extra water, 8 bunks, gas stove/oven, lowest priced J-36 anywhere at \$59,500 or b/o. Financing available. 415-924-5054 or Fax 415-924-8619.

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CHEOY LEE OFFSHORE 33 KETCH, 1974. F/G, Westerbeke 4-107 dsl, teak decks, shoal draft, spruce spars, fully equipped. High twenties, located San Diego. 619-484-4740.

1983 CATALINA 38. Excellent condition, well maintained, well outfitted. Three jibs (110, 130, 150), 3/4 oz spinnaker, roller furling dual-purpose headfoll, VHF, Signet 2000 KM, diesel, self-tailing winches, pedestal steering. \$57,000. Phone 415-969-3488.

SET UP FOR EASY SAILING. 1975 Cal 2-34 features a club jib, jiffy reefing, dodger, cabin heater, wheel, h/c pressure water/shower, dsl and CNG stove/oven. Boat in excellent condition/well equipped. \$28,000. 415-634-9005.

35-FT ALBERG. Built by Pearson in Rhode Island, 1964. Restored classic in bristol condition. Large sail inventory, completely re-rigged, 7 Barents, new paint, full custom covers. Complete service records. Replacement cost \$85,800, 1987 survey. \$39,900. 206-927-3335.

35-FT YAWL. 1960 Ohlson 35. Pride of ownership in this wooden Swedish-built classic yacht. In excellent condition, recent sails and engine. Electronics, Loran, holding tank, many extras. Complete boat cover. \$25,500. Located in L.A. 818-842-9404.

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38-FT CHEOY LEE. Ray Richards design. Diesel, Loran, teak decks, 3 sails, furling gear, VHF, refrigeration. Fast, roomy, beautiful!! \$65,000 or b/o (no trades). 714-675-0982 Rick.

CATALINA 36, 1983. Larsen sails, spinnaker, Horizon Maxi VHF, Ray Jefferson battery charger & RDF, Signet digital KM, DS. Great liveaboard. Serious inquiries only. Assumable loan. \$49,995. No brokers. Call 408-426-8363 or 408-257-3840 message.

THE ORIGINAL OCEAN CRUISER. Westsail 32 Cutter. Full keel, diesel, heavy construction. Both wheel and tiller steering. 6 sails, roller furling, 6 page equipment list. \$55,000. Will trade up or real estate. If you're going, *this is the boat!* 408-377-4815.

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CORONADO 35, 1974. Diesel, tri-cabin layout with complete liveaboard amenities including full galley, h/c shower, microwave, refer, etc. Two time Channel Island vet. Cruise and/or liveaboard in comfort. \$38,000 firm, as is, where is. 415-769-8087.

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38-FT ATKINS INGRID KETCH, 1955 Bristol. Exceptionally well built, equipped & maintained blue water vet. New sails rigging, SS windvane, 3 burner shipmate propane & stove/oven, Perkins 4-107. Ready to go anywhere. Radar, Loran, etc. \$42,500-b/o. 619-226-5788 or 226-2393.

CARTER 39. Flush deck racer-cruiser, 6 sails, Proctor spars, 2 spin poles & strut, 13 Lewmar 3 spd & 2 spd winches. Westerbeke dsl, solid glass hull, balsa core deck, classic white & mahogany interior, 7 berths. \$49,900. 415-465-8439 or 408-281-3182.

MY PLANS HAVE CHANGED. Freya 39 world cruiser-liveaboard with some interior finish left to be done. Not a sacrifice, but I'll make the best deal possible. Asking \$72,500 or b/o. 415-868-1839.

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ERICSON 35-FT. Exc cond liveboard, teak interior, shower, refrig, new head, pressurized hot water heater, CNG stove, 1/4 berth, desk, S.S.B. radios, wheel, rebilt 30 hp engine, new exhaust, roller reefing, canvas. Cushions, large cockpit. Pier 39. \$33,500. Dave 415-587-4308.

TAYANA 37, 1982. A great cruiser/liveboard. Warm teak finish interior/exterior. In excellent condition. Refrig, LPG, stoveoven, dodger, splnaker, extras. Can't beat the price. Call 415-482-4512 or 206-283-2936.

HALBERG-RASSY 35. F/G, center cockpit sloop. Swedish built and rigged for ocean cruising. 75 hp Volvo, full dodger, furler, h&c water, Espar heat. Excellent liveboard. \$55,500. 415-331-4535.

1983 CATALINA 38. Excellent condition, well maintained, well outfitted, three jibs (110, 130, 150), 3/4 oz splnaker, roller furling dual-purpose headfoil, VHF, Signet 2000 KM, diesel, self-tailing winches, pedestal steering. \$57,000. Phone 415-969-3488.

STEEL ROBERTS 34 (unfinished). Double spreader tapered alum mast, boom, splnaker pole, Volvo 2003, 70 gals water, 70 gals fuel, some rigging, hydraulics, pedestal steering, needs sandblasting, paint and interior. \$15,800 for all or \$6,500 for hull. Offer. Call 408-476-9010.

34-FT YAWL Tyche, built by Barney Nichols in 1961. Plywood with mahogany cockpit and cabin. Surveyed in November 1987. A stiff, comfortable boat for Bay or Ocean sailing. \$18,000. 415-483-4642.

WESTSAIL 32, 1979. Strong offshore cruiser or roomy liveboard, Saab dsl, VHF, knot, 5 sails and more beautiful boat to see the world in! \$39,500 or trade for run down or unfinished 28'-35' offshore boat. Mark 408-927-0256.

LECOMTE 33-FT, 1968. F/G sloop, dsl, new LP paint, new main, 6 bags, no blisters, refrig, CNG galley, new upholstery, covers, ADF, VHF, beautiful mahog int, AP, much more. \$35,000. 714-598-3796.

LANDFALL 39 PH CUTTER. Ready to cruiser/liveboard. Three cabins sleep six, workshop. 5 sails, dsl stove, Avon canister, radar, Loran, AP, 2 DS, AWI, VHF, refrigeration, TD, separate shower, inverter, teak interior/decks, 70 hp dsl, more. Asking \$72,000 or b/o. Call 707-578-1004.

37-FT ROUGHWATER Aft Cabin Trawler. F/G, Monk design, slips 6, h/c pressure water, shower, fridg, freezer, two heads, Inflatable, q/b dsl. Exc condition. Great Sea boat, liveboard. Health forces sale. \$49,500. 365-5982.

SANTA CRUZ 33. \$14,000. Part finished kit boat. Hull, custom deck, interior wood deck finish, keel mold, winches, track, blocks, other deck gear. Part finished interior. Moving to Kiwiland -- must sell. \$14,000 or b/o. 916-969-7245 eves only.

INGRID 38 KETCH, 1977. Cruise seven seas or liveboard. Teak deck and house over F/G. Very strong Bruce Bingham rig. 5-TBark sails plus gennaker, Saab diesel, Aries vane, autopilot, strong gmd tackle, dinghy w/Seagull, good electronics, much more. 3 pg Inventory. Beautiful teak interior, AC/eng drive, refer/freezer, Shipmate propane stove/oven, h/c pressure water plus manual pumps. This boat is so strong, sea kindly and has so many fine appointments -- Must see to appreciate. \$69,500. 415-331-1022 or 408-251-2856.

40 TO 50 FEET

FOR SALE OR REAL ESTATE TRADE. 1978 CSY 44-ft Cutter in mint condition. One owner who lived aboard. Ready to cruise, loads of extras. 1988 survey. Total refit 1987. Yacht moored in St. Thomas. Contact Roger 655-2290. Will help finance.

42-FT GARDEN KETCH. Porpoise hull, custom built cedar planked oak frames, teak deck, aluminum spars. Ford diesel, VHF, Loran, radar B&G instruments, auto pilot, electric windlass, refrigeration & heat, liferaft, sailing dinghy. Cruiser/liveboard. Exceptional construction, immaculately maintained. 332-8599 evenings. \$125K.

C&C DESIGNED NEWPORT 41. Fiberglass sloop "Another Girl". Custom built in 1973. New Yanmar diesel 1983. 12 sails, m/cron bottom, solar power, New: Autohelm 6000, refrigerator, Harken roller jib, Loran, heater, electric windlass, DS, new windows & hatches. Teak interior. \$65,000. 707-823-3776.~

43-FT HANS CHRISTIAN. 1984 traditional ketch. Refrig/freezer, Maxwell bronze winches, B&G Hunter Instr, elec windlass, Mercedes 72 hp diesel, stereo, propane plus more. \$128,900. Call 503-287-7608.

41-FT RHODES BOUNTY II YAWL. Strong and fast fiberglass world cruiser, pristine condition, custom interior, sea-going galley, 14 sails, AP, Alres WV, DS, KM, sumlog, VHF, dinghy, excellent ground tackle. \$45,900. 805-984-6561.~

45-FT GARDEN KETCH. Fiberglass hull, teak deck. Center cockpit, 3 cabins w/spacious aft stateroom, beautiful teak interior, new upholstery. GMC diesel, forced air heat. Excellent cruiser/liveboard. Sausalito berth. Immaculately maintained. Recent survey. Move to desert forces sale. \$115,000. 495-6333.

GULFSTAR CUSTOM 40. Hood design. "Athena", 1978. Fast, elegant blue water sloop. Rod rigging, custom teak interior, Perkins diesel, Loran, AP, depth, knot, VHF, etc. Beautifully maintained. A rare find. \$79,900, by owner. 408-479-1880 or 408-462-2236.~

40-FT OLSON. "Rambunctious" for sail. Absolutely Bristol. 10 sails less than year old. Complete Rochester Instruments. Fatho, Loran C, 2 compasses, stereo, bottom painted Oct '88. Delivery or cruising equipment includes CNG stove, autohelm, dodger, Avon, full canvas, main and roller furling jib. Boat is professionally maintained and ready to go for Mexican TransPac or local races and ready to cruise anywhere. Price \$97,500. Please contact Doug Pye or Mike Campbell at 213-724-4631 or fax 213-724-6965.~

1987 STEEL PILOTHOUSE CUTTER. 42' 6" LOD. Professionally designed and built. Excellent for liveboard, charter or world voyaging, many extras. Must sell \$120,000 or b/o. Box 193, Bellingham, WA 98227. 206-384-5717.~

47-FT PACEMAKER, 1970. 3 stateroom motor yacht. Twin diesel, AP, radar, full FB, Excellent condition. \$120,000. Owner 415-866-0287 or 415-757-9332.~

WHITBY 42, 1981. Canadian built, center cockpit, aft stateroom ketch. Fully equipped in immaculate condition. Comfortable, spacious world cruiser with a legendary reputation. Located in Florida...Gateway to the Caribbean! \$98,000. Call for inventory and photos: 813-468-7883.

50-FT SAMPSON KETCH, 1972. 80 hp diesel, proven cruiser, new haulout and paint. Ready to go. Loaded -- SatNav, 40 mi radar, 2 generators, refrigeration, etc. Sleeps 10, 2 heads & shower. Has been cruising to South America and Islands. First \$65,000 takes. 619-442-4270.

ANACAPA 40-FT, 1965 Motorsailor Sloop. Re-outfitted 1984. New engine 1987. Fiberglass, over 200 fuel & water, tub/shower, 6' 2" hdrm, refrig/freezer, roller furling, propane stove, lots more. Great liveboard. Consider motorhome and cash in trade. \$70,000. Call 713-474-5126.

KETTENBURG 43-FT. "Symphony". Aluminum hull. Comfort and speed. SatNav, weather fax, SSB, VHF, full boat cover, liferaft, much more. Must see. \$55,000. Phone 408-462-0388 or 408-265-9879.

45-FT TRAWLER. Mercedes diesel engine, 2 generators, 1100 fuel, 500 water, dsl stove, refrig/freezer, washer, dryer, 2 heads, AP, VHF, DF, radar, hailer, anchor w/360' chain plus much more. Great cruiser or liveboard. Must see to appreciate. \$75,000. Phone 415-865-5588.

MUST SELL IMMEDIATELY! Cutter 43-ft. Unique boat has 7-ft beam. Built 1953. A great hobby boat, needs alot of TLC. Is structurally sound, mostly cosmetic work. Has Perkins 499 diesel, head, galley, a good sail inventory. \$6,500. Michelle 415-484-4822 wk or 415-828-1815 hm.

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OLSON 40. "Spellbound". TransPac equipped. \$120,000 or b/o. Ask for Lou at 916-753-9331.

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41-FT SEA-TIGER KETCH. Bristol condition, ready for cruising and/or comfortable liveaboard. Well equipped w/8 sails, incl roller furl genoa, F/G hull, teak trim, teak and mahogany interior, solid teak housing, Perkins dsl, large salon, galley and head w/separate shower, Avon, full boat cover and lots & lots of equipment for cruising. Must see to believe! Only \$71,000. Call Rob at 415-332-1177.

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44-FT BARE HULL. Moving into retirement...must sell my last unfinished project. Roberts Offshore 44-ft sailing hull, all fiberglass, five coat epoxied finish, reusable male mold, shipping cradle, extra fiberglass, complete plans, etc. \$15,000 or trade all or part for trailerable sailboat. 916-652-5987.

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51 FEET AND OVER

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GREAT OPPORTUNITY. Partnership Interest for sale. 1978 28-ft Islander sailboat. Teak holly interior, stove, sink, head, stereo. Recently rebuilt gas engine. Excellent shape. Berth Sausalito. \$2,280 fee, \$480 deposit, plus \$160 month includes dock fees, debt. service. Call Rob Appleton 956-4622.

WAIT! Don't buy a boat that is *painfully* slow and ugly. Consider Instead the ultimate Bay and Delta fun machine, our Santa Cruz built Soverel 33. Currently berthed in Alameda, she has all Harken rigging, dual barbees and everything else you need for serious fun. \$5,000 down and \$215 a month for a 1/5 interest. Call John at 415-428-2688.~

TIME SHARE OR PART OWN a 36-ft cutter. Bernard 232-1200 days; 454-6703 eves.

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HATTERAS 42. Looking for 1/2 partnership. Great power yacht. 2 staterooms/2 heads, all equipped kitchen, sleeps 7. Perfect for Delta & Bay cruising. Sausalito berth. Equity or monthly flexible. Call George Wells at 415-391-6300 or 435-6067 eves.

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47-FT PACEMAKER, 1970. 3 stateroom motor yacht. Twin diesel, AP, radar, full FB. Excellent condition. \$120,000. Owner 415-866-0287 or 415-757-9332.~

45-FT TRAWLER. Mercedes diesel engine, 2 generators, 1100 fuel, 500 water, dsl stove, refrig/freezer, washer, dryer, 2 heads, AP, VHF, DF, radar, hailer, anchor w/360' chain plus much more. Great cruiser or liveaboard. Must see to appreciate. \$75,000. Phone 415-865-5588.

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1986 NISSAN MAXIMA. Fully loaded, great maintenance record. Moonroof, digital door locks, electric windows, power steering, 6 cyl, power, much more. Great car. \$9,900. 415-383-7402 leave message.

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USED SAILS (OLSON 30): I=36', J=11.75', P=31.5', E=10.75'. Very light orlon spinnaker, undersized \$200. Mylar-Kevlar main, badly stretched \$100. Dacron jlb, 120% w/high clew for reaching \$250. Message phone is 415-426-0980.

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FORCE 10 KEROSENE HEATER. New, in the box, complete with 2 gallon fuel tank and pressure gauge. West Marine price is \$380. My dream is to head South (Mexico), so I won't be needing it. Asking \$300. 408-723-9451.

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SAIL TO FRENCH POLYNESIA. Male crewman wanted for one-way passage on 30-ft sloop. Non-smoker with some sailing experience preferred. Leave March 1989. Write Ken, P.O. Box 3512, Redondo Beach, CA 90277, or call 213-375-0128.

BOAT OWNER In mid 40's, is seeking lifetime mate who is attractive, 30-45, with sailing experience. Send letter and picture to Bob Montgomery, P.O. Box 8040-A221, Walnut Creek, CA 94596. Will respond.

PARTNERS FOR LIFE...NOT CREW. No more time or desire for blonde bimbo sailing lessons. Seeking equal partners in long blue water sailing adventure. Seek beautiful, brainy, financially & emotionally secure, very fit, 25-28 year old female sailor/jock. Must love sailing, windsurfing, tennis, traveling, romantic sunsets and men. No drugs. Admire long sleek lines, good rigging, no wide transoms. I'm 28, have a boat, lots of toys & ideas -- So let's go play. Write: P.O. Box 303, Brisbane, CA 94005.

FEMALE - DWF, 49, n/s, attractive, friendly, professional seeking tall, humorous, knowledgeable skipper for Bay sailing now. Cruising?. 415-871-7625.

OCEAN RACERS. Pretorian 35, RYC, seeks dedicated crew for Ocean YRA Series (Spring/Summer) and Encinal YC Midwinters. Call Marv after 6 p.m. 415-334-1387.

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USED GEAR

HONDA 10 HP long shaft o/b with alternator, fuel tank and line. Runs good and is about 10 years old. \$575 or b/o. 415-459-5133.

ITEMS FOR SALE: Mainsail for Valiant 32 (new, unused), DeWitt sails 7.7 oz dacron, 3 reefs, flattener, shelf & dropfoot \$600; Spinnaker, 3/4 oz triradial, red/wht/blu \$625; Satellite Navigator Type 412, Racal-Decca Marine Inc \$1,000; Radio Direction Finder, Bendix manual \$150; Ship Log Excelsior IV, mechanical distance measuring log \$150; Compass, bulkhead mount, fully gimballed, flange mount \$50; Autopilot, Autohelm 2000 tiller AP \$400; Stove, stainless steel 3-burner with oven, kerosene by Hillerange \$500; Optimus, gimballed 2-burner stove stainless steel, kerosene \$80; Taylor stainless steel boat heater, kerosene with tank \$150; Spinnaker pole, 24 feet 3 1/2 in dia \$250. Call 415-326-1960 Karen Welz, ext 13 or Brigitte Lindsey ext 19.

WOW, ONLY 56 LBS! That's right, a 10 man liferaft that only weighs 56 lbs. Asking price \$3,000. Other equipment for sale: Navtec windvane, used only once, \$800. Honda generator, \$300. 2 Solarvics, 20 amp each, asking \$350 for pair. Call Carl eves at 415-865-4109.

GM 6-71 SERIES, marine diesel engine. 1 1/2 to 1 reduction gear with heat exchanger. \$2,000 or b/o. 522-8738.

SAIL FOR SALE. Like new. Odyssey brand straight Lapper, from Pearson 365, w/Leach line, 8.3 oz BSD, #3 jib hanks. \$850. 415-837-5719.

FURLING SYSTEM. Famel Reefurl 1 1/2" size. Fits up to 9/32" headstay; up to 50-ft luff length, \$600. 40-ft luff length, \$500. 408-263-7633 Gene.

TRAILER/OUTBOARD. E-Z Loader 6 meter set up for deep keel, surge brakes, tongue extension, roller beds. \$1,100. 9.9 Nissan o/b, 20" shaft, new (4 hrs), \$1,000. Mike 697-5685 eves.

SANTANA 35 SAILS; 3.2 oz 150, 1.2 oz radial spinnaker, .5 oz radial spinnaker, dual staysail, \$250 each. 415-886-8733; 602-891-5484 days or 602-844-1211 nights.

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MARINE HEATER, stainless steel, 9x9x16 inches, "Cole Stove" by Ratelco Inc, burns charcoal briquets. Retail price \$400, asking \$130, firm. 916-988-2951.

36 HP DIESEL, Volvo-Penta MD3B. See it run in boat. \$1,200. 415-456-0221.

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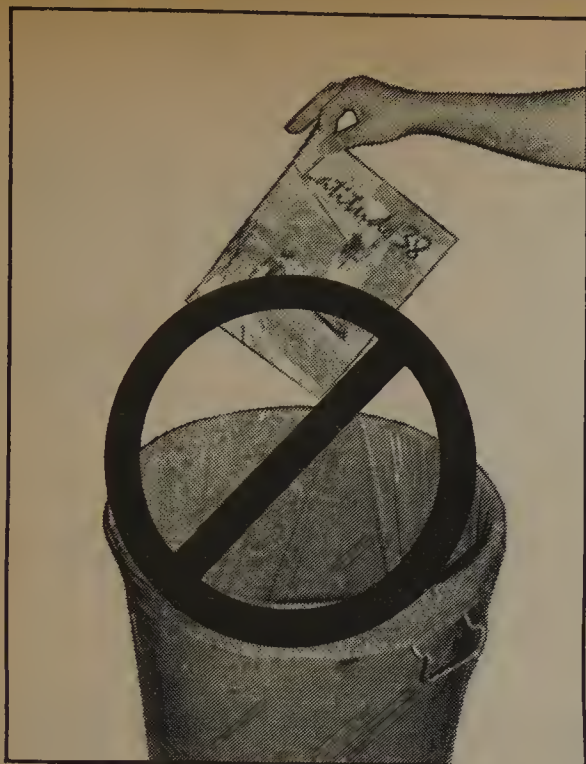
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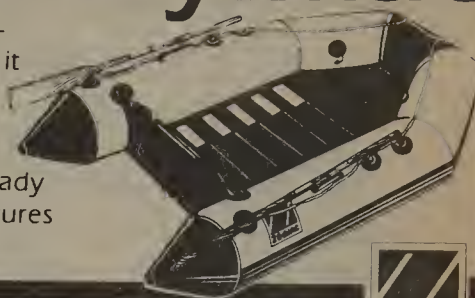
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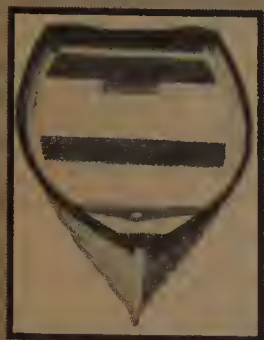
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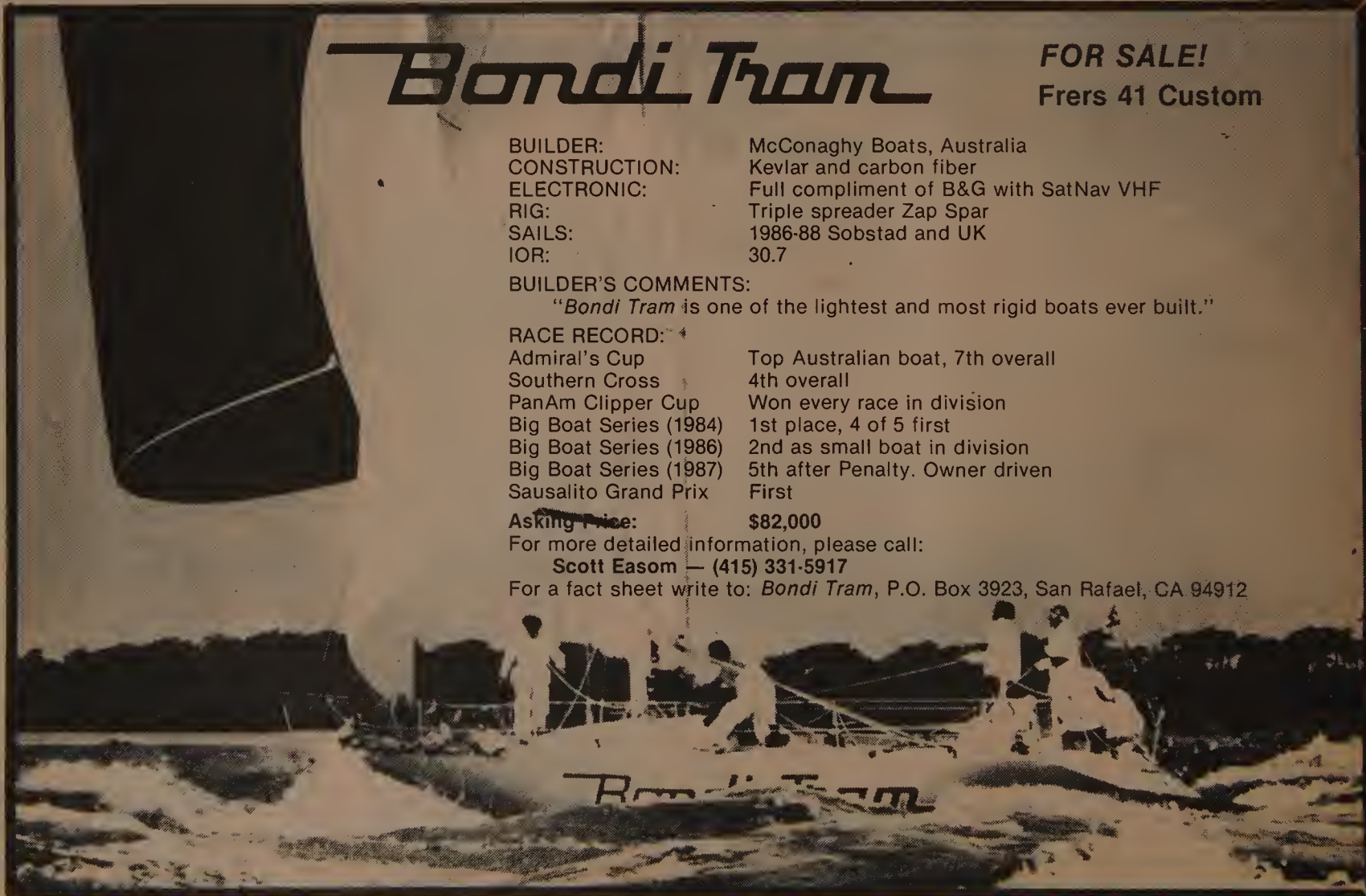
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42' Pearson 424 Ketch	1980	125,000.00
45' Lancer MS	1983	159,500.00
51' Morgan OI 51	1976	125,000.00
32' Scheel Sloop	1966	18,500.00
33' Gaff-head Cutter, "STORNOWAY"	1926	24,000.00
35' Garden Aux. Cruising Cutter	1979	55,000.00
35' Cheoy Lee "Lion" Sloop	1956	38,000.00
40' Sparkman & Stephens Aux. Yawl	SOLD	45,000.00
27' Chris Craft Cavalier	1961	5,500.00
34' Hunter Sedan Cruiser	SOLD	19,500.00
34' Baltzer "Down Easter"	1948	18,000.00
34' Chris Craft Sedan Cruiser	1964	20,000.00
34' Fairliner 330	1966	18,000.00
35' Fairlane	1960	5,500.00
37' Hunter Sedan	1955	14,500.00

"... THERE IS NOTHING — ABSOLUTELY NOTHING —
HALF SO MUCH WORTH DOING AS SIMPLY MESSING ABOUT IN BOATS."

EDGEWATER YACHT SALES

1306 BRIDGEWAY SAUSALITO, CA 94965 (415) 332-2060



41' SEA TIGER

PERKINS, 12 BAGS OF SAILS, LOADED WITH GEAR INCLUDING HAM SET. A GO ANYWHERE VESSEL. FULL COVER. **ASKING \$74,000/OFFERS**



28' ISLANDER

WHL STEER, 1/8 AUX, IDEAL BAY/ COASTAL CRUISER. **ASK ONLY \$17,000.**



23' SPIRIT

NEW HONDA 10, VHF, FATHO AND STEREO. FIVE SAILS. IMMACULATE. **TRY \$5,400.**



22' CATALINA

6 HP ENG, VHF, PULPIT, LIFELINES. TEAK TRIM, ENCLOSED HEAD. A-1 COND. **\$3,500.**



25' WELLCRAFT

TWIN MERCS, ROOMY INTERIOR, LARGE COCKPIT AND FAST! **ONLY \$9,750.**



44' WATER TAXI

DETROIT DIESEL, CARRY UP TO 50 PERSONS. IDEAL ALL PURPOSE WORK OR RECREATION VESSEL. **TRY \$9,500.**



50' STEPHENS

FLUSH DECK MOTOR YACHT. STEPHENS QUALITY THROUGHOUT. 10KW GENERATOR. UP TO SURVEY. MOTIVATED SELLER. **ASKING \$110,000.00/OFFERS**

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San Rafael Yacht Harbor 557 Francisco Boulevard,
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(415) 456-1860



LAFITTE 44'. Outfitted with bluewater in mind. Hydraulic bockstoy, rad rigging, dagger. Gorgeous. **\$139,000.**



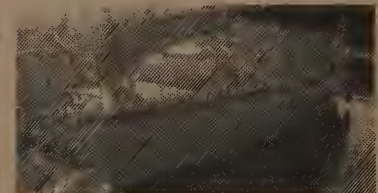
CONCORDIA 40' Just \$29,750! BMW diesel with only 60 hours! Versatile liveaboard/cruiser. Recently surveyed.



DOWNEASTER 32 Cutter. Repowered with Yanmar diesel 1985. Extremely spacious for liveaboard, excellent cruiser. **\$37,500.**



ENDEAVOUR 37, 1980. Perkins dsl, furling jib, dodger, freshwater kept. Bank repo. **Try \$49,500.**



ERICSON 35, 1983. Furling jib, beautiful interior, a classy boat! Bank repo, **make offers.**



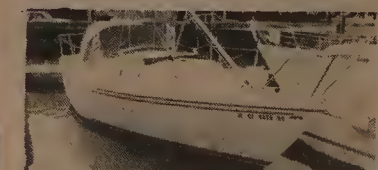
MARINER 35. A true classic cruiser; sound engine, well maintained. Lots of sails. Rarin' to go! **\$34,000.**



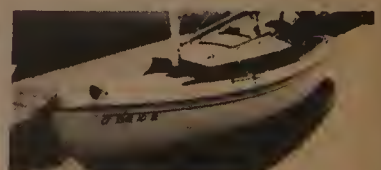
O'DAY 30. Price reduced to **\$23,500!** Bank repa. Yanmar dsl, roomy interior, whl steering. We also have an **O'DAY 27** for **\$9,950.**



GULF ISLAND 30. Complete pocket cruiser, soles in terrific condition. Wants to go to Mexico now! **\$29,000.**



CATALINA 27. This boat has been loz- ing in the Delta for 4 yrs and is in great cond. **Asking \$13,900.** We also have a **Catalina 25** for **\$8,950.**



BEAR 23' \$6,500. Completely redane in '83 w/Handuras mahogany & teak, full cover. Many details added. Evinrude turned yearly.



22' GARDEN cutter. Goff rigged, Yan- mar diesel, spacious cockpit. **Price reduction! \$8,900.**



36' CHRIS CRAFT Constellation. Maintained in immaculate condition in covered berth. Newly rebuilt engines. **Owner anxious. \$33,000.**

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'84 CAPE DORY 31' CUTTER
\$59,500

Everytime the seller put this on the market, he'd fall in love again and take it off. This time he's serious! Won't be here long at this price!



"SAGA" 65' STEEL KETCH
Asking \$675,000

Can only be seen for one more month. Don't miss her! By appointment only.



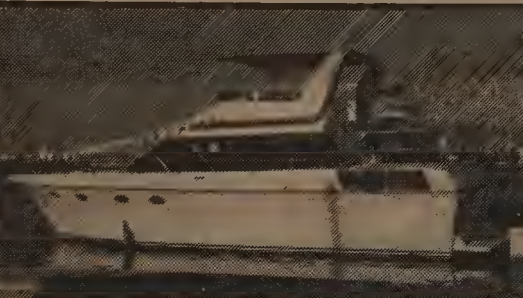
'79 RAFIKI 37' CUTTER
Now asking \$73,500

A traditional double ended, full keel, cored hull that deserves to be in Mexico this time of year.



'81 LANCER 39
Less than \$65,000

PH MS. Needs work but this one can be had for a very special low price. Twin diesels.



'88 CORSICAN 46'
\$239,000

Mataryacht built by Transpac. "New" aft-cabin fb, will be sold well below 300K new boat cost.



'84 ERICSON 36
Asking \$62,000

A hard to find affordable and stylish family cruiser. Put it on your list to look at and compare.



CAVALIER CRUISING SLOOP
Asking \$69,500

1976. New Zealand built, cruise equipped including windvane, SSB, AP and more.



CS 33'
Now \$42,500

1982. Stiff Canadian built, min. maintenance family cruiser that can also be raced. Was asking \$46,500.



UNIFLITE 23' SEDAN FISHER
Asking \$17,900

1971. FB, i/b gas. That's perfect for the casual fisherman. You can pay more and get less, but why?

BAY/COASTAL CRUISERS

27' CAL 2-27	★	21,500
28' COLUMBIA 8.3	★	23,500
29' CAL 2-29	★	25,900
29' ERICSON	★	27,500
29' RANGER	★	19,800
30' CATALINA	★	24,950
30' ERICSON +	★	39,995
30' ERICSON	★	19,900
30' HUNTER	★	30,000
30' ISLANDER Bahama	★	35,000
30' PEARSON	★	19,900
30' PEARSON 303	★	39,950
30' RANGER	★	30,900
30' SANTANA 30-30	★	33,500
32' CS	★	42,500

LIVEABOARD/CRUISERS

27' VANCOUVER	★	34,500
31' CAPE DORY	★	59,500
32' ISLANDER	★	38,000
35' NIAGARA MKI	★	75,900
36' ERICSON	★	62,000
36' ISLANDER	★	57,500
36' PEARSON	★	89,500
36' PEARSON 365	★	60,000
37' GULFSTAR	★	77,000
38' C&C LANDFALL	★	74,500
38' ERICSON	★	79,000
38' ERICSON 381	★	89,900
39' CAVALIER	★	69,500
39' LANCER MS	★	65,000
40' ENDEAVOUR	★	99,500

41' ISL FREEPORT	★	97,000
45' JEANNEAU	★	189,000
46' SEA STAR 460	★	150,000
65' KETCH	★	675,000

TRADITIONAL DESIGNS

30' ALBERG	★	29,500
30' CAPE DORY ktc	★	34,950
32' MARINER kch	★	42,000
35' ALC	★	39,000
36' CHEOY LEE Luder	★	59,000
37' RAFIKI	★	73,500
38' DOWNEAST	★	69,750
39' FREYA	★	79,500
52' COLUMBIA	★	109,500

POWER BOATS

27' BOSTON WHALER	★	81,500
32' BAYLINER	★	42,995
32' EAGLE PH	★	69,000
34' CHRIS CRAFT	★	32,000
34' TOLLYCRAFT	★	74,500
36' GRAND BANKS	★	89,000
36' SEAHORSE	★	88,000
36' STEPHENS	★	49,500
38' BAYLINER 3870	★	99,500
41' CHRIS CRAFT	★	185,000
43' HATTERAS	★	198,000
45' BLUEWATER	★	110,000
48' PACEMAKER	★	138,000
49' ALBIN	★	165,000
56' PILOTHOUSE Sed	★	149,000

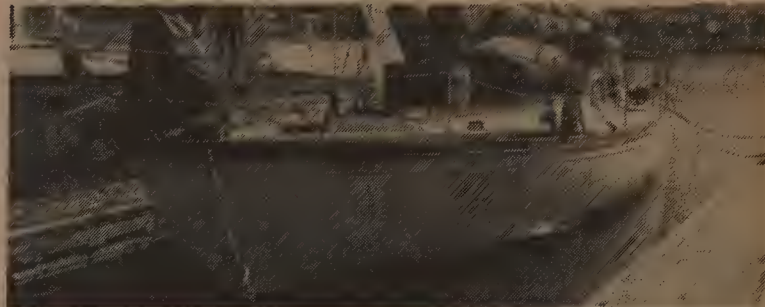
SAUSALITO YACHT SALES



ERICSON 35 + 1982. This modern Ericson 35 + is well designed for Bay and coastal cruising with a flare for performance. Just added roller furling jib. **Inquire.**



BABA 30 1984. Maintained to the highest standard. Cutter rigged and a long list of cruising equipment. A delightful yacht. **Please inquire.**



41' NORWEGIAN Sloop. Fine wood construction, Perkins diesel, aluminum mast and long list of quality cruising equipment. **\$65,000.**

SELECTED BROKERAGE

27' EXPRESS 27, excellent equipment	\$21,000
27' CHEOY LEE OFFSHORE 27, diesel	\$21,000
29' CAL 29, 1971, great Bay sailer	\$19,000
31' DUFOUR 31, 1979, great for Bay and Delta!	\$49,500
31' MARINER 32 ketch, nice shape	Try \$35,000
36' ISLANDER 36, two nice ones available	From \$45,000
36' LANCER 36, 1982, New full battens main	\$49,750
38' BRISTOL, 1967, great shape	Try \$32,000
38' INGRID 38, 1977 ketch, a sailor's boat	\$75,000
39' DUFOUR 39, 1984. French made	\$89,000/Others
41' SEA TIGER, ketch, bluewater cruise and liveaboard ..	\$79,000
42' PEARSON 424, an outstanding cruising yacht	\$112,000
42' TAYANA 42, center cockpit, 1983	\$135,000

100 BAY STREET, SAUSALITO, CA 94965
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55' CHEOY LEE Pedrick sloop, 1986. SatNav, radar, SSB, AP, 8kw generator. At our docks.

Call John Baier \$350,000



44' FREEDOM '81 Cat ketch. Sails like the wind. Trade-in okay. At our docks. **Massive price reduction.**

Call Al Levenson

MOTORSAILERS

52' Cheoy Lee ketch, '81 \$299,000
44' Lancer sloop, '80 149,500
44' Rhodes ctr, '61 84,000
43' Cheoy Lee ctr, '83 . \$169,000

SAILBOATS

41' Islander, '79 \$98,500
41' Newport sloop, '73 ... 69,000
38' Easterly sloop, '78 64,500
37' Fisher M.S., '79 89,000
36' Cheoy Lee ketch, '76 .. 60,000
36' Cheoy Lee sloop, '76 .. 49,000
30' Catalina sloop, '77 27,500



42' CHEOY LEE Golden Wave sloop, '81. Racing yacht performance in an offshore cruiser. At our docks.

Call John Baier \$119,000



37'

IRWIN

1980. Center cockpit cutter. Beautiful three cabin interior w/full galley, heads fore & aft. Priced right. Call Lee ... **\$59,000**

GLEN COVE YACHT SALES



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20' SANTANA 1981. With trailer	\$7,500
22' CATALINA 19. With trailer	12,700
24' LAPWORTH 1960	8,500
25' CATALINA 1981	13,900
26' AMERICAN 1975	Best offer 6,000
26' FOX 1980	12,000
27' HUNTER 1984	27,500
28' COLUMBIA 1971	14,000
28' TARTAN 1986	48,000
30' CATALINA 1983	34,700
32' CORONADO 1973	Must sell 22,000
32' WESTSAIL 1979	57,000
34' ROBERTS Design 1984	Owner anxious Best offer 25,000
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* 29' Ranger.....24,950	33' Columbia..... 29,000
* 29' Cal.....OFFERS	* 33' Newport.....49,500
29' Cal 2-29.....24,500	34' Hunter 34..... 49,500
* 30' Cal 2-30.....22,000	* 35' Bristol 2 From... 59,000
* 30' Carter.....32,000	* 35' Coronado 48,000
* 32' Alden M/Sailor....49,500	36' Islander..... 57,500
32' Marieholm.....25,000	

OFFSHORE CRUISERS

* 27' Vancouver..... 34,500	* 39' Cal 2 From..... 49,500
* 27' Nor'Sea..... 49,000	38' Hans Christian... 115,000
30' Fisher..... 50,000	38' Ingrid 38..... 79,000
* 31' Cheoy Lee 2Fr..... 27,500	* 40' Valiant..... 129,000
32' Atkins..... 59,500	* 41' Kings Legend..... 85,500
* 33' Freedom 69,000	* 41' Cheoy Lee 89,500
* 33' Vanguard.....20,000	45' Explorer..... 100,000
35' Rasmus.....57,500	45' Porpoise Kth.....80,000
35' Niagara..... 79,500	* 46' Morgan Ketch.....OFFERS
37' Esprit..... 79,500	* 49' Transpac MK II... 189,000
38' Alajuela..... 80,000	

CLASSIC CRUISERS

* 30' Atkins Ctr.....35,000	53' Edson Schock..... 165,000
27' Virtue.....28,000	* 60' Pilot Ctr.....95,000

C & C

* 25' C & C 25..... 12,500	35' C & C 35 MK II..... 49,500
26' C & C 26..... 25,000	* 36' C & C 36..... 62,500
* 27' C & C 27..... 23,500	38' C & C..... 76,500
30' C & C 1/2 Ton.....23,000	40' C & C..... 120,000

PERFORMANCE CRUISERS

24' Nightingale.....9,500	34' Peterson..... 45,500
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* 30' P/J 1/2 Ton..... 28,950	35' Custom Alum..... 59,000
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* 33' Tartan 10..... 22,000	38' Soderberg..... 55,000
* 34' Dash 34..... 38,500	

SAN FRANCISCO BAY CRUISERS

* 23' Ranger..... 9,500	* 27' Catalina..... 26,500
* 25' Cal..... 6,500	* 27' Catalina O/B..... 13,500
* 25' Bahama 9,800	27' Sun 27..... 17,000
* 25' Cal 2-25 2 Fr..... 18,500	* 28' Cal..... 12,500
* 25' U.S. 25..... 10,500	29' Ericson..... 25,700
25' Catalina..... 14,900	30' Islander MkII..... 28,000
* 25' Ericson..... 13,500	30' Pearson 30..... 21,500

POWER BOATS

* 18' SunRunner..... 8,900	* 36' Trojan 36 S.F.....36,500
* 30' Chris Cavalier..... 16,000	* 38' PT38.....88,500
30' Chris Connie.....22,500	* 40' Owens Tahitian.... 34,975
32' Owens..... 22,500	45' Bluewater..... 110,000
* 35' Chris Craft.....55,950	* 46' Chris Connie.....89,900

* Star indicates vessel at our docks



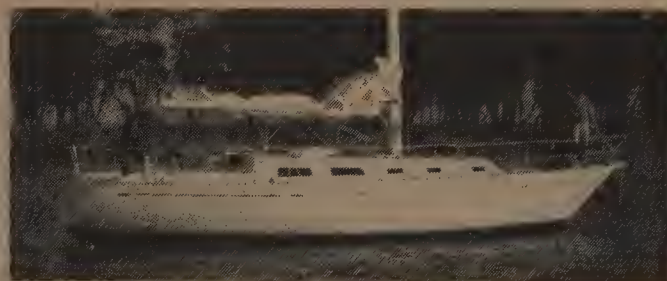
TRANSPAC 49 Mk. II

a proven cruising ketch fully equipped and ready to leave. Full roller furling main, mizzen and jib. This spacious and seakindly vessel has a 3 KW gen., SatNav, Autopilot, SSB, \$ 189,000



CHEOY LEE 41

A Ketch rigged cruiser with Furuno radar, TI Ioran C, auto helm 5000, 3.5 kw generator and Perkins 4-108 diesel. Ground tackle and safety gear is ready for off-shore. She is ready. \$ 79,500



CAL 39 MK II

Queen of the Cal fleet this vessel is a perfect example of performance and comfort. New sails in 87, Perkins diesel good electronics, full spinnaker gear with chute, life raft and all safety gear. \$ 78,500



ESPRIT 37

Bob Perry design for comfort and hi-performance cruising.. ...If you are looking for off-shore sailing she is equipped for you. 10 sails, full safety gear, groundtackle. Propane, refrigeration, battery charger, Loran and diesel. Perfect. \$ 79,500

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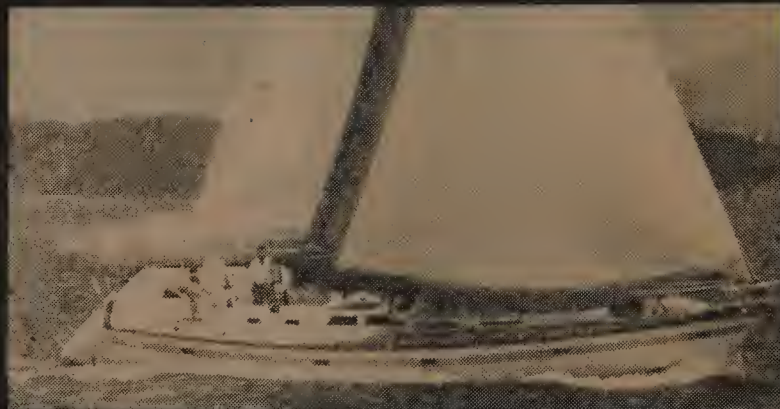
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PT 52

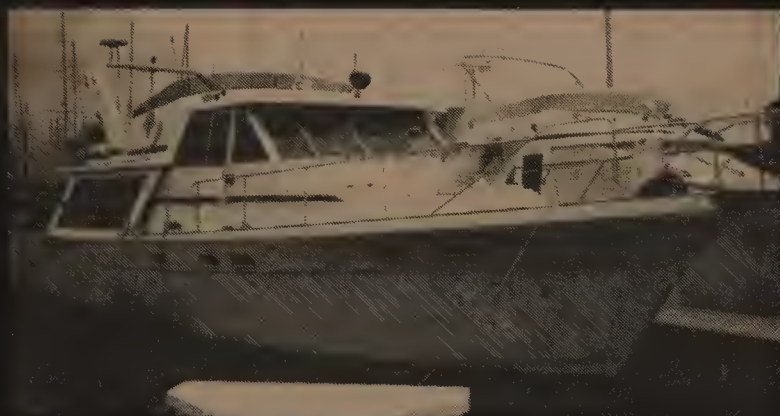
Motoryacht. With Twin 300 Cummins, generator, 2-3-4 staterooms, two heads, two showers, delivered San Francisco. **\$295,000.**

★ 1987 PT 52. Twin 320 Cummings, Loaded. Asking \$335,000
25+ Knots; At Our Docks ★



"BIG MAC"

McINTOSH 47 Cutter, 1986. Fast cruising in luxury. Owners double with stall shower aft, guest double forward with head. Loaded — Offered at **\$250,000. \$239,000.**



45' BAYLINER

1986. Twin diesel cruise. 15 knots, owner's queen forward, 2 guest cabins. Whaler included. Asking **\$235,000 \$225,000**



34' PEARSON

1984 diesel sloop. Wheel, sleeps six, new dodger, new epoxy bottom, very clean. Asking **\$68,000.**



52' DeFEVER

Flush Deck Trawler. The true world traveler. Built of steel and powered by Cummins — holds 3,000 gal fuel — 1000 gal water! She's ready if you are — if you're not, we have other Bay and Delta types for you. Asking **\$225,000.**



OCEANS VII

BLUEWATER 47 Center Cockpit Cruising Ketch. Built 1978 with owners queen aft & guest double forward. Two heads, 2 showers, new '88 aluminum spars, boat shows excellent maintenance. Asking **\$120,000.**

Larsen Sails . . . Comin' on Strong!

1989 is the start of our 19th year in business. With it comes new plans, new systems, new people all teamed up to provide you with the best sailing ever.

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While life seems to get ever more complex, Larsen sails is making sailing much simpler. The system: Roller furling hardware, roller furling sails, full battened main and lazy jack and Dutchman® systems all combine to provide performance, durability and ease of handling you never thought possible. We'll measure, provide a quote and install the whole package at your slip — all you need to do is call.

Growth

We've added some new faces to the Larsen crew — Bruce Powell who will be located in the Bay Area and Jim Womble who will handle Monterey. They're new here at Larsen but bring with them years of sailmaking talent.

The Product

Larsen Sails — 19 years of design innovation and production have given us a solid reputation in *performance* and *durability*. From famed Santa Cruz ultra lights to solid bluewater cruisers, we've been designing sails that win *and* that last. After all, you don't stay in business 19 years if you do anything else.

We're growing because we give you more strength, more performance, and *more value*. Don't buy a cruising system until you call us. We have package prices with new sails or conversions.



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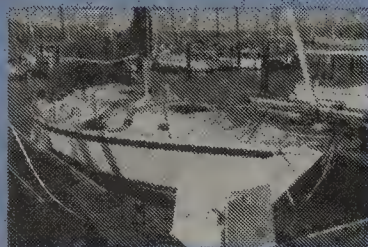
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25' NORTHSTAR 500	\$15,000
27' EXPRESS	20,000
28' LASER	34,500
29' CAL	29,000 *
30' CARTER	33,000
30' IRWIN CITATION	28,900
30' CAL 9.2	26,500
31' CHEOY LEE	29,000
33' TARTAN TEN (2)	24,000
34' CUSTOM SLOOP	35,000
34' PETERSON	34,000
35' HINCKLEY	34,500
35' ERICSON	64,900
35' SANTANA	55,000
36' ISLANDER FREEPORT	72,000
36' ISLANDER	57,500
36' CS SLOOP	74,500
36' PEARSON 36	49,000
37' HUNTER (2)	69,000
37' TARTAN	64,900
38' FARALLON CLIPPER (2)	35,000
38' C&C LANDFALL	76,500
38' FARR	61,500
39' FREYA (2)	47,500
40' CHALLENGER	84,500
40' COLD-MOLDED SLOOP	79,500
40' NORDIC	128,000
40' PEARSON	50,000
40' STEVENS CSTM CTTR	154,500
40' SANTA CRUZ	99,500
40' C&C	110,000
41' NEWPORT (3)	65,000
41' PETERSON RACE SLP	99,950
42' DUBOIS	79,500
44' DAVIDSON	95,000
44' PETERSON (2)	110,000
44' CT 44 CUTTER	115,000
45' LANCER	125,000
45' PORPOISE KETCH *	80,000
46' MOTORSAILER	129,000
47' S&S CSTM SLOOP	59,500
47' VAGABOND (2)	110,000
47' S&S CSTM SLOOP	175,000
48' PH KETCH M/S *	250,000
50' SANTA CRUZ	169,000
51' MORGAN OI KETCH	149,000
62' KETCH M/S	324,000
108' ISLAND TRADER	875,000



ERICSON 38. A well equipped 1986 cruiser. Like new, and ready to go to the Delta or Mexico. Asking \$84,950.



40' GULF MARINE. Custom built yacht with no expense spared. Spacious and comfortable. Selling with prime S.F. berth at a reasonable price. Asking \$59,000.



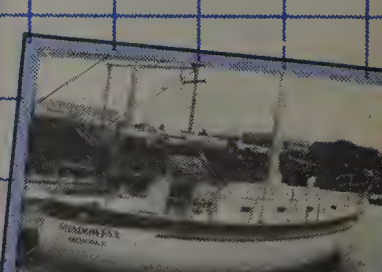
CHEOY LEE OFFSHORE 40'. Veteran of a cruise to Mexico and Hawaii. Beautiful, traditional yacht in excellent condition. Reduced to \$69,500. Inquire!



EXPRESS 37. Superbly equipped and extremely well maintained. Ideal for racing or cruising. Must see! Asking \$100,000.



OLYMPIC 47'. Beautiful offshore cruiser with 3 private cabins. Lovely teak interior w/ample headroom. A must see at \$149,500.



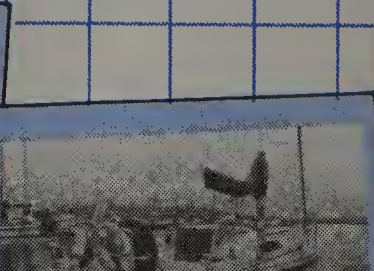
VALIANT 32'. Bob Perry design. Sturdy cruising boat. Ideal for singlehanded sails. Excellent condition. Make offer!

POWER BOATS

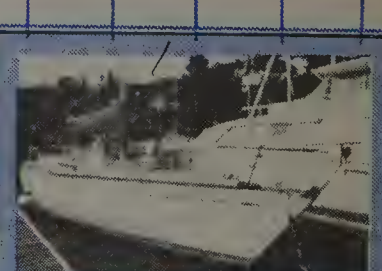
22' TUGBOAT	22,500
25' FARALLON OFFSHORE *	35,000
26' CARVER (SANTA CRUZ)	35,000
27' SEA RAY *	38,000
28' BERTRAM FLYBRIDGE	43,000
30' CLASSIC FAIRCHILD	37,500
33' CHRIS CRAFT *	39,500
36' EGG HARBOR	135,000
36' GRAND BANKS	58,500
37' HATTERAS	157,500
38' BERTRAM	195,000
38' MATTHEWS CLASSIC MY *	58,500
41' HATTERAS MY	69,000
41' CHUNG HWA	106,500
42' PRESIDENT SF	160,000
42' GRAND BANKS	64,500
42' SUNDECK MY	160,000
42' UNIFLITE	178,000
43' HATTERAS MY	180,000
44' GULFSTAR	172,500
45' SEA RANGER	177,500
46' CHRIS CRAFT	89,900
46' ALASKAN	98,500
48' NORDIC	295,000
48' TOLLYCRAFT	225,000
53' HATTERAS	535,000 *
61' HATTERAS MY	750,000
78' MONK	1,750,000



37' HUNTER. This boat is like new with all the amenities of a home. Perfect as a live-aboard. Ideal Bay cruiser. Asking \$69,000.



O'DAY 34'. Well maintained by original owner. Fully equipped for racing or cruising. Asking \$45,000.



SWAN 39'. Ron Holland design. Excellent condition and well equipped. Rare offering and reasonably priced.

* San Francisco Berth Included

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